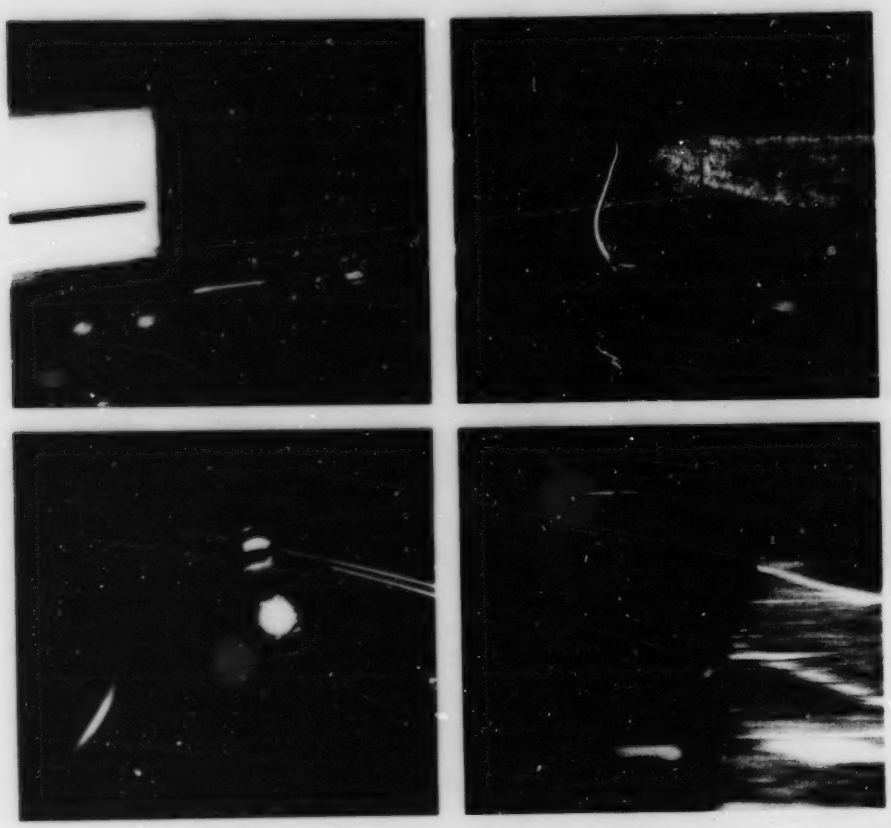
2000 Saskatchewan Traffic Accident Facts



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2000 QUICK FACTS

(2000 Compared to 1999)

	1999	2000	% CHANGE
PROPERTY DAMAGE ONLY COLLISIONS *	20,936	22,247	6.3
PERSONAL INJURY COLLISIONS *	5,467	5,408	-1.1
FATAL COLLISIONS *	148	137	-7.4
TOTAL REPORTED COLLISIONS *	26,551	27,792	4.7
----- ----- -----	-----	-----	-----
NUMBER OF DEATHS	187	151	-19.3
NUMBER OF INJURIES	8,018	7,811	-2.6
----- ----- -----	-----	-----	-----
PROVINCIAL HIGHWAY COLLISIONS	4,369	4,225	-3.3
RURAL ROAD COLLISIONS	2,409	2,409	0.0
URBAN STREET COLLISIONS	19,170	20,462	6.7
OTHER LOCATIONS	603	695	15.3
----- ----- -----	-----	-----	-----
REGISTERED VEHICLES	712,541	716,723	0.6
LICENSED VEHICLE OPERATORS	667,378	666,266	-0.2
SASKATCHEWAN POPULATION	1,025,700	1,023,600	-0.2
----- ----- -----	-----	-----	-----
COLLISIONS PER 100 LICENSED OPERATORS	3.98	4.17	4.8
COLLISIONS PER 100 REGISTERED VEHICLES	3.73	3.88	4.0
COLLISIONS PER 100 POPULATION	2.59	2.72	5.0
----- ----- -----	-----	-----	-----
CASUALTY COLLISIONS PER 100 LICENSED OPERATORS	0.84	0.83	-1.2
CASUALTY COLLISIONS PER 100 REGISTERED VEHICLES	0.79	0.77	-2.5
CASUALTY COLLISIONS PER 100 POPULATION	0.55	0.54	-1.8

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Collisions resulting in property damage only are reported by the police when the estimated repair costs for all vehicles exceed $1,000, whereas a collision claim may occur for any amount. Police estimates may not accurately reflect the actual repair costs and cases are excluded from TAIS when deemed to be under the reporting threshold. Private property and parking lot collisions as well as damage resulting from acts of vandalism or natural causes are also not recorded in TAIS.

102-01419/

SGI

Executive Offices

2260-11th Avenue
Regina, Saskatchewan
CANADA S4P 0J9

Tel: (306) 751-1200
Fax (306) 525-6040

Letter of Transmittal

July, 2001

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you the Saskatchewan Traffic Accident Facts book for 2000.

Much of the information in this report comes from SGI's database on motor vehicle crashes called the "TAIS" (Traffic Accident Information System), which in turn relies on the efforts of law enforcement officers throughout Saskatchewan. This book would not be possible without the efforts of the police, who provide us with reliable, complete information about crashes.

The year 2000 was a better year for road safety in Saskatchewan than the previous year. Fatal and injury crashes declined, in part because the role of alcohol in crashes in the province continues to decline. Even so, alcohol is still a factor in one of every three fatal crashes. Additionally, young drivers are over-represented in all crashes, and only about one half of those killed or seriously injured are using an occupant restraint. We need to continue to focus on road safety if we intend to change these numbers.

I encourage each of you to do your part to make Saskatchewan's roads safer.

Yours sincerely

Larry Fogg
President
SGI

A BETTER YEAR FOR TRAFFIC SAFETY

Fatal and injury crashes declined in 2000, following a year of disappointing results in 1999. A key contributor to this outcome was a better than expected reduction in alcohol-related incidents in 2000.

The role of alcohol as a causal factor in motor vehicle crashes continues to decline. Alcohol as a contributing factor in crashes is most prominent in fatal crashes, where it has been a factor in 35 to 50 per cent of fatal crashes in the last 20 years. However, results from 2000 are encouraging as the percentage of fatal crashes that involved alcohol declined to 28.5 per cent, following two years of successive increases. As well, the percentages of injury and damage-only crashes that were alcohol-related continued to decline. Two key points to take away from 2000's results: alcohol as a contributing factor to crashes is declining, but it is still a factor in one of every three fatal crashes.

Sadly, there is no sign of improvement in the percentage of those killed or seriously injured who were using a restraint at the time of the crash. Last year, 60.9 per cent of those killed were unrestrained, while restraints were not used among 41.7 per cent of those seriously injured. In the early 1990s, these figures had been declining, but there's been no progress in some time. Those killed or seriously injured on a rural road are still least likely to be using a restraint.

The over-representation of young drivers in crashes remains a core theme of Saskatchewan's road safety results. For example, drivers under age 19 accounted for twice as many fatal crashes, and almost three times as many injury and damage-only crashes, as one would expect based on their representation among licensed drivers in Saskatchewan. Encouragingly, young drivers' over-representation in fatal and injury crashes is declining with time. However, their record in damage-only crashes has recently deteriorated.

Damage-only crashes were up 6.3 per cent last year. December can be one of the worst months of the year for road safety. In 2000, December crashes were up 47.0 per cent from the average over the five years before, making it clearly the worst December in recent experience. Most of the rise in damage-only crashes for the year can be attributed to this one month's result.

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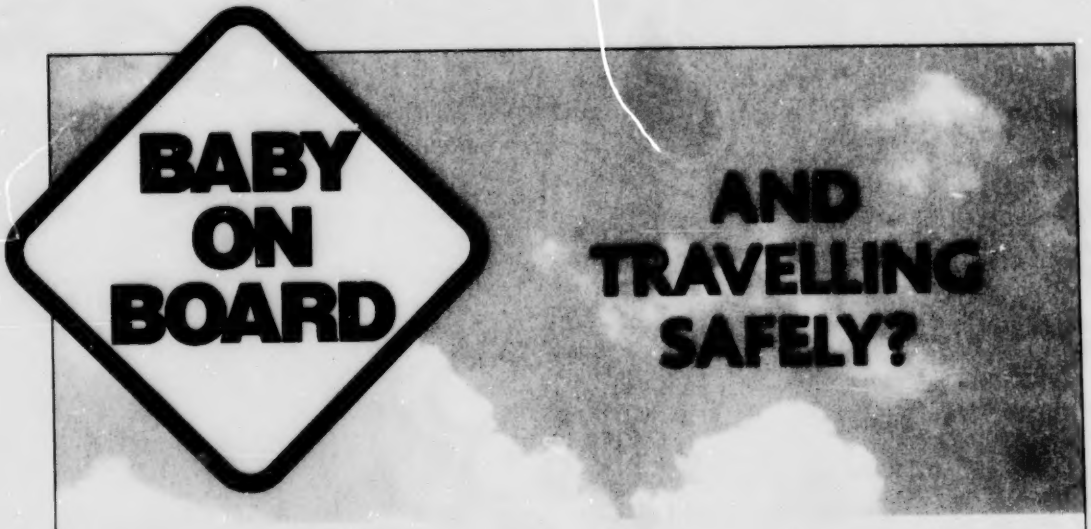

Would you believe half of all kids eight and under aren't properly secured when they're in a vehicle? That's why SGI and independent insurance brokers are hosting free child restraint clinics.

We'll work with you, your kids and the restraints you're using to make sure your little ones are safe. You could even win a Saskatchewan family getaway!

For info call 1-800-667-9868.

Watch for information on a child restraint clinic coming to your community.

SGI

Take care out there.

Introduction

The Traffic Accident Information System (TAIS) is a computer-based system that compiles information on traffic collisions occurring on Saskatchewan highways. This information is obtained from the motor vehicle accident (MVA) report form that is completed by Saskatchewan police agencies in accordance with Section 83 of *The Highway Traffic Act*.

TAIS provides valuable information for many traffic collision countermeasure programs and has done so since its inception in 1979. As a result of changing needs and improved technologies, a completely new TAIS was implemented in January 1991. The new TAIS consists of a personal computer-based system that provides more adaptability to "user" needs, a redesigned MVA report form, improved instructions and user documentation.

TAIS, the MVA report form, and various collision publications are administered by the Saskatchewan Auto Fund. The collection of this valuable data is made possible by the efforts and dedication of the many police officers across the province who complete MVA forms from their collision investigations.

TAIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of $1,000 in property damage, not including damage to cargo. TAIS records only reportable motor vehicle collisions that occur on public roadways. While legislation requires the reporting of private property collisions to police, they are not recorded on TAIS. The following is a list of words and terms used in reportable motor vehicle collisions:

INCIDENT - Any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.

MOTOR VEHICLE - any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right-of-way are not reportable on TAIS.

IN TRANSPORT - means "in motion or being operated" on a roadway.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.

PUBLIC ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.

SNOWMOBILES AND OFF-HIGHWAY VEHICLES - collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right-of-way, they are on private property.

ROAD AUTHORITY - the jurisdiction responsible for the general maintenance and traffic safety of the road. The following is a list of Road Authorities and location breakdowns used in the MVA report:

URBAN LOCATION - any street, lane or back alley as defined in codes 01 and 02 below which is within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

01. STREET - any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

02. LANE/BACK ALLEY - any alley or lane within an urban area intended for use by the public and maintained by the local government.

HIGHWAY LOCATION - any rural/urban highway, provincial road, community access or service road, or other highway as defined in codes 03, 04, and 05 below.

03. RURAL/URBAN HIGHWAY - any numbered provincial highway in a rural area or urban area with a population less than 1,000, that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

04. PROVINCIAL ROADS (900 series highways) - any public highway with a highway number greater than 900.

05. COMMUNITY ACCESS, SERVICE ROAD/OTHER - roads built and maintained by Saskatchewan Highways and Transportation, providing access to communities, industrial plants and/or land parcels.

RURAL ROAD LOCATION - Any designated grid, municipal or other road as defined in codes 06 and 07 below.

06. DESIGNATED GRID ROAD - A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through an Indian Reserve are coded to the Indian Reserve (code 09).

07. MUNICIPAL/OTHER RURAL ROAD - any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through Indian Reserves are coded to the Indian Reserve (code 09).

OTHER LOCATIONS - any location not identified under urban, highway or rural road locations.

08. PRIVATE LAND/PARKING LOT - privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Accidents coded to this Road Authority are **not** recorded on TAIS.

09. INDIAN RESERVES (Grid or Municipal Road) - any public road within an Indian Reserve boundary, other than a provincial highway, serving as an access or internal road for an Indian Reserve.

10. NORTHERN FOREST ROAD - roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

11. FEDERAL/PROVINCIAL LANDS - any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land such as parks, federal community pastures, etc.

12. NOT KNOWN - this code is intended for use only when a general location is definitely not known.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in *The Highway Traffic Act* ($1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Collisions resulting in property damage only are reported by the police when the estimated repair costs for all vehicles exceed $1,000, whereas a collision claim may occur for any amount. Police estimates may not accurately reflect the actual repair costs and cases are excluded from TAIS when deemed to be under the reporting threshold. Private property and parking lot collisions as well as damage resulting from acts of vandalism or natural causes are also not recorded in TAIS.

The information presented in this publication reflects all police reports known to SGI as of April 15, 2001. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

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Historical Trends

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Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

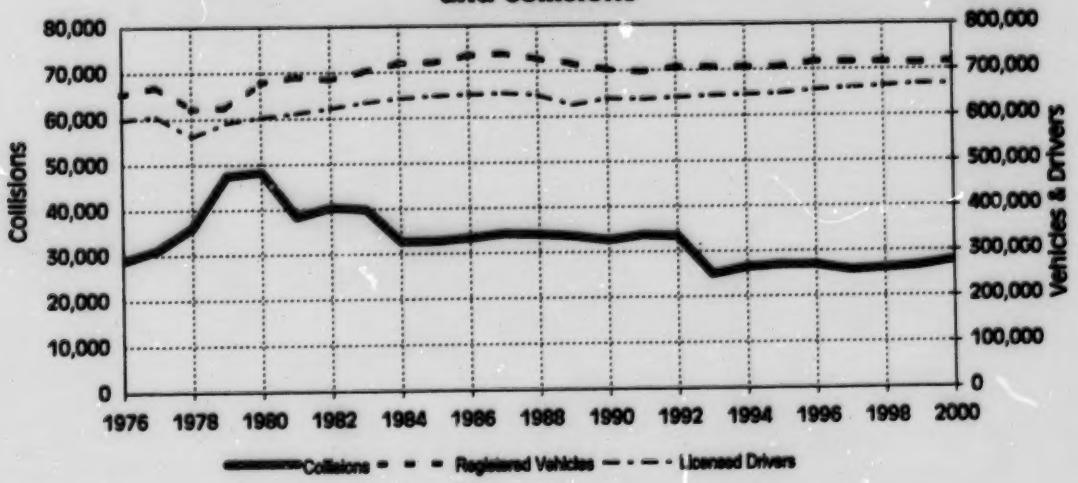
Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property-damage-only collisions during the years 1970, 1984 and 1993. The years 1979 and 1981 also reflect changes in the data collection procedures and the recording of private property collisions. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of property-damage-only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

Trends in crashes resulting in fatalities and injuries show a steady decline since the early 1970s. Fatal crashes peaked at 234 in 1974, while injury crashes peaked at 6,401 in 1975. The five year averages for fatal and injury crashes are now 130 and 5,135 respectively. Trends in all collisions show an upward trend until 1979-1980, and drop off to stay at relatively stable levels through the mid-1980s to early 1990s.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



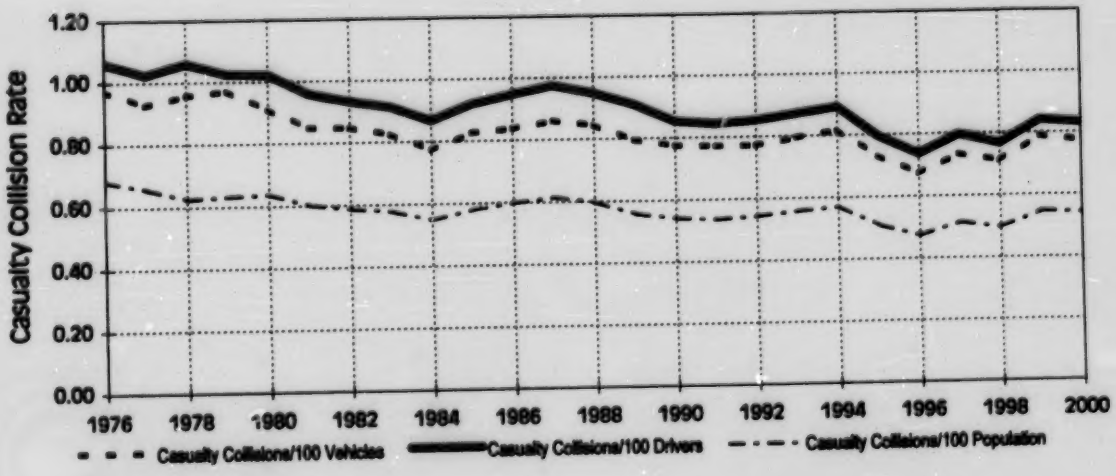
5 Year Summary

	1998	1999	2000	% Change
Registered Vehicles	715,381	712,541	716,723	0.59
Licensed Drivers	662,810	667,378	666,266	-0.17
Total Collisions	26,048	26,551	27,792	4.67

See Appendix sections A1.1 to A1.7 for additional details

Trends in Casualty Collision Rates by Vehicles, Drivers, and Population

Figure 1.2



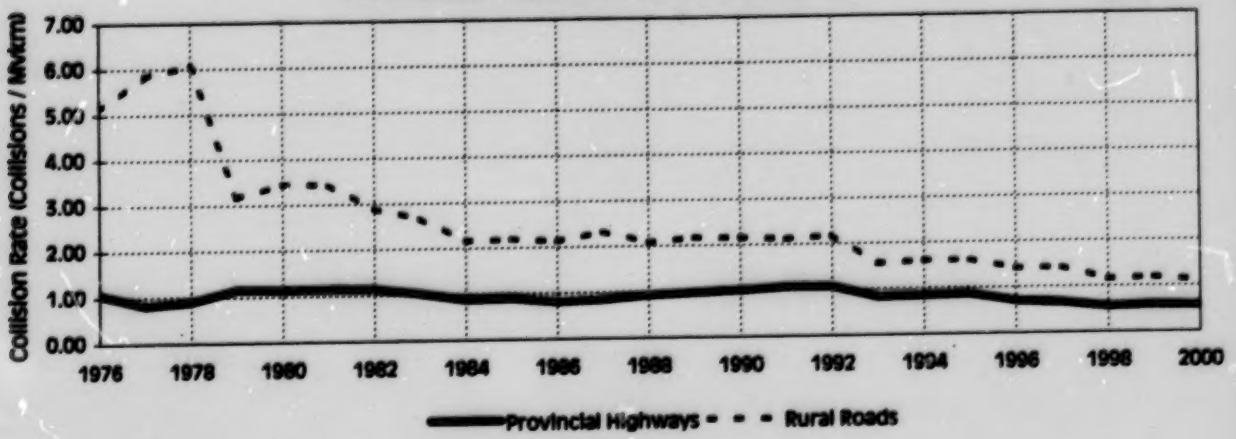
5 Year Summary

	1998	1999	2000	% Change
Casualty Collisions / 100 Registered Vehicles	0.71	0.79	0.77	-2.53
Casualty Collisions / 100 Licensed Drivers	0.77	0.84	0.83	-1.19
Casualty Collisions / 100 Population	0.50	0.55	0.54	-1.82

See Appendix sections A1.1 to A1.7 for additional details

Trends in Collision Rates (Collisions / Mvt(m) For Provincial Highways and Rural Roads

Figure 1.3



3 Year Summary By Road System

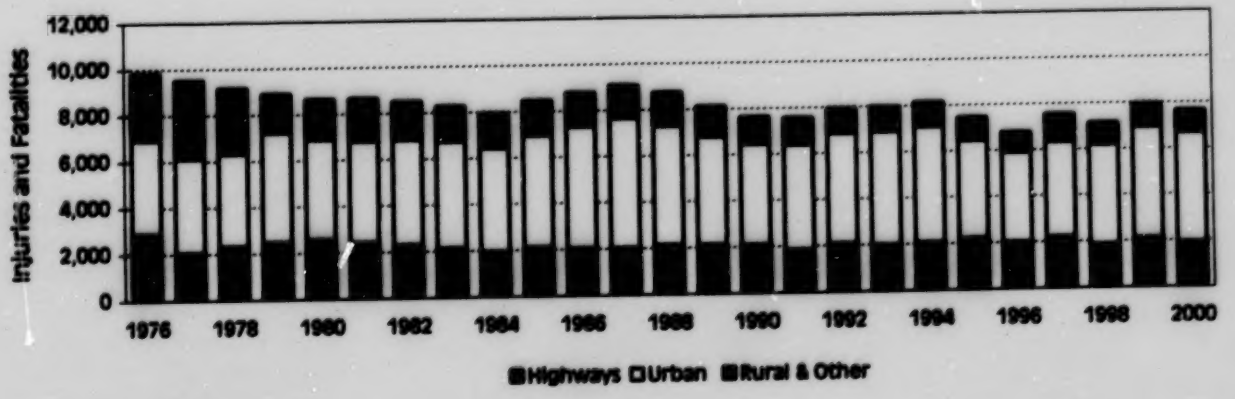
Collisions per Million Vehicle Kms

	1998	1999	2000	% Change
Provincial Highways	0.55	0.58	0.56	-2.60
Rural Roads	1.15	1.18	1.11	-5.93

See Appendix sections A1.1 to A1.7 for additional details

Trends in Total Victims by Road System

Figure 1.4



3 Year Summary by Road System

Personal Injuries

	1998	1999	2000	% Change
Provincial Highways	1,754	1,978	1,805	-8.65
Urban Streets	4,336	4,826	4,763	-1.31
Rural Roads	889	922	932	1.08
Other Roads	238	294	311	5.78
Total	7,217	8,018	7,811	-2.58

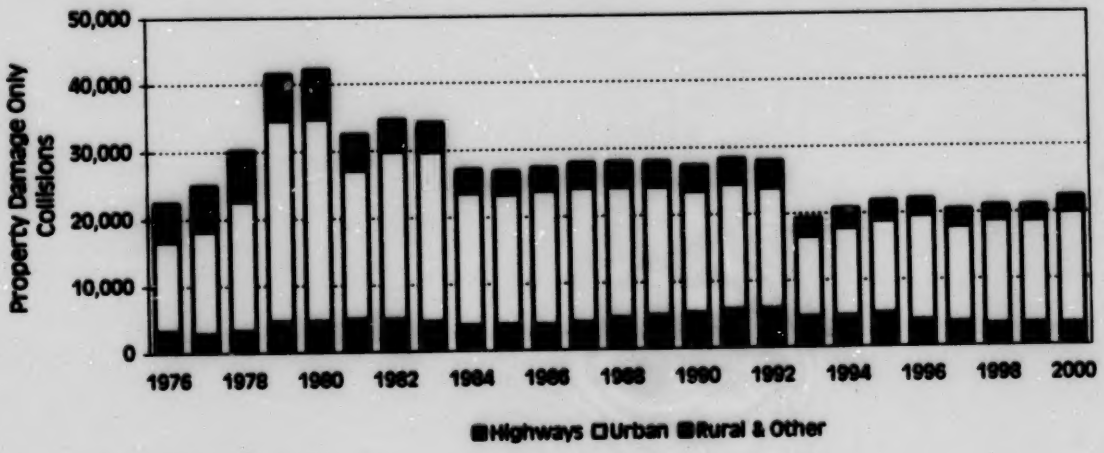
Fatalities

1998	1999	2000	% Change
88	108	88	-18.52
17	26	21	-19.23
39	40	32	-20.00
4	13	10	-23.08
148	187	151	-19.25

See Appendix sections A1.1 to A1.7 for additional details

Trends in Property Damage Only Collisions

Figure 1.5



3 Year Summary by Road System

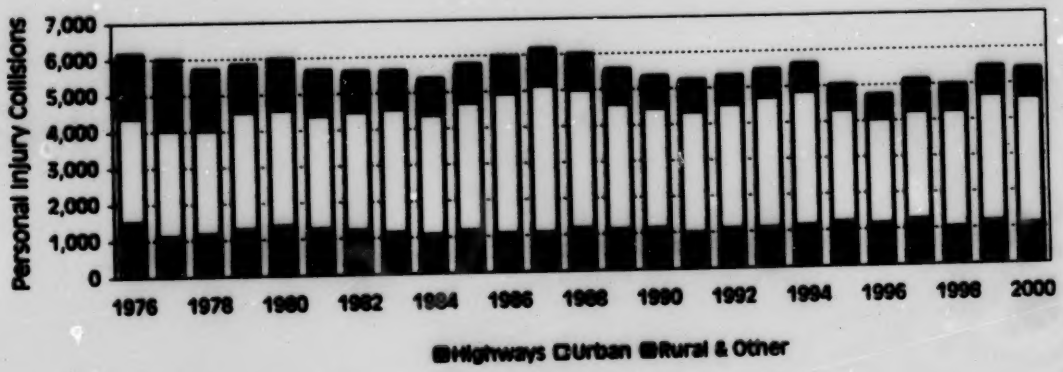
Property Damage Collisions

	1998	1999	2000	% Change
Provincial Highways	3,084	3,142	3,087	-1.75
Urban Streets	15,773	15,601	16,896	8.30
Rural Roads	1,736	1,777	1,771	-0.34
Other Roads	391	416	493	18.51
Total Roads	**20,984**	**20,936**	**22,247**	**6.26**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Personal Injury Collisions

Figure 1.6



3 Year Summary by Road System

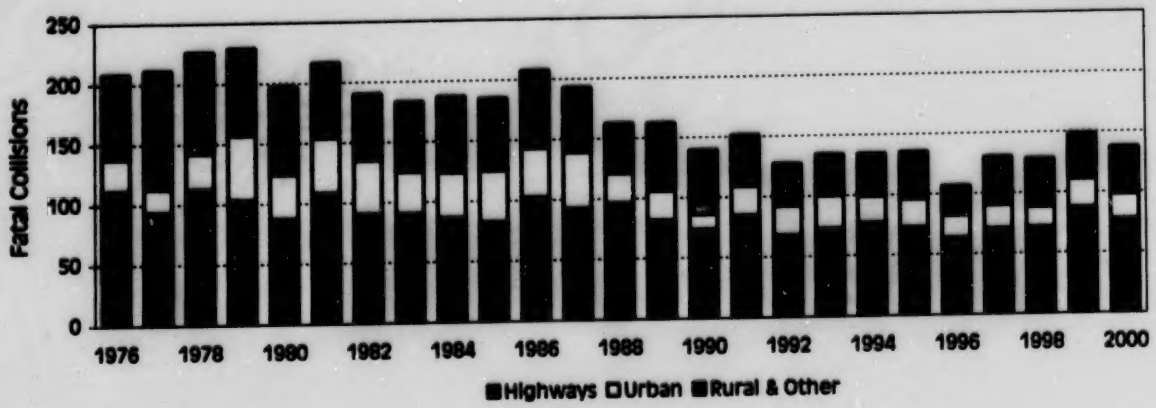
Personal Injury Collisions

	1998	1999	2000	% Change
Provincial Highways	996	1,140	1,062	-6.84
Urban Streets	3,262	3,545	3,545	0.00
Rural Roads	563	604	609	0.83
Other Roads	135	178	192	7.87
Total Roads	**4,956**	**5,467**	**5,408**	**-1.08**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Fatal Collisions

Figure 1.7



5 Year Summary by Road System

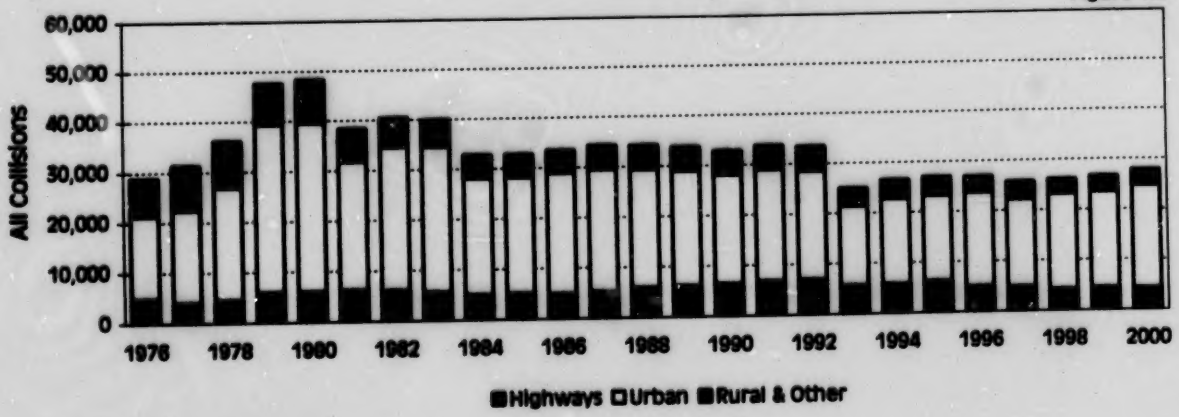
Fatal Collisions

	1996	1999	2000	% Change
Provincial Highways	71	87	77	-11.49
Urban Streets	17	24	21	-12.50
Rural Roads	36	28	29	3.57
Other Roads	4	9	10	11.11
Total Roads	**128**	**148**	**137**	**-7.43**

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



5 Year Summary by Road System

All Collisions

	1996	1999	2000	% Change
Provincial Highways	4,131	4,369	4,226	-3.27
Urban Streets	19,052	19,170	20,462	6.74
Rural Roads	2,335	2,409	2,409	0.00
Other Roads	530	603	695	15.26
Total Roads	**26,048**	**26,551**	**27,792**	**4.67**

See Appendix sections A1.1 to A1.7 for additional details

Property Damage Only Collisions by Month and Year

Figure 1.9

Month	1995	1996	1997	1998	1999	Average 1997 - 1999	2000	**% Change
January	1,890	2,590	2,756	2,756	2,736	2,749.3	2,550	-7.3
February	1,558	2,125	1,790	1,558	1,765	1,704.3	1,693	-0.7
March	1,752	1,587	2,054	1,541	1,675	1,756.7	1,209	-31.2
April	1,228	1,395	1,279	1,187	1,207	1,224.3	1,324	8.1
May	1,321	1,266	1,262	1,412	1,413	1,362.3	1,395	2.4
June	1,720	1,525	1,452	1,534	1,557	1,514.3	1,659	9.6
July	1,552	1,489	1,415	1,498	1,551	1,488.0	1,647	10.7
August	1,598	1,393	1,512	1,488	1,444	1,481.3	1,438	-2.9
September	1,668	1,511	1,446	1,538	1,571	1,518.3	1,588	4.6
October	2,039	1,705	1,665	1,890	1,713	1,756.0	1,621	-7.7
November	2,647	2,729	1,859	2,287	1,942	2,029.3	2,583	27.3
December	2,787	2,709	1,910	2,275	2,362	2,182.3	3,540	62.2
Totals	**21,760**	**22,024**	**20,400**	**20,994**	**20,936**	**20,776.7**	**22,247**	**7.1**

Total Injuries by Month and Year

Figure 1.10

Month	1995	1996	1997	1998	1999	Average 1997 - 1999	2000	**% Change
January	534	531	604	544	719	622.3	664	6.7
February	514	553	564	464	548	525.3	513	-2.3
March	587	458	580	453	592	541.7	498	-8.1
April	498	436	477	483	583	514.3	552	7.3
May	557	478	598	594	646	612.7	605	-1.3
June	755	615	611	624	733	656.0	739	12.7
July	766	643	721	679	669	689.7	713	3.4
August	668	673	797	708	755	753.3	710	-5.8
September	704	564	669	704	664	679.0	720	6.0
October	678	594	664	701	753	706.0	734	4.0
November	552	664	648	648	713	669.7	622	-7.1
December	659	620	673	615	643	643.7	741	15.1
Totals	**7,472**	**6,829**	**7,606**	**7,217**	**8,018**	**7,613.7**	**7,811**	**2.6**

** % change is a comparison between 2000 and the 1997 - 1999 average.

Total Deaths by Month and Year

Figure 1.11

Month	1995	1996	1997	1998	1999	Average 1997 - 1999	2000	*% Change
January	10	10	5	6	8	6.3	9	42.1
February	6	5	8	12	12	10.7	10	-6.2
March	6	7	13	5	16	11.3	10	-11.8
April	6	6	7	22	24	17.7	12	-32.1
May	15	7	21	26	25	24.0	14	-41.7
June	22	11	20	6	15	13.7	12	-12.2
July	18	12	15	17	10	14.0	19	35.7
August	22	23	13	13	12	12.7	13	2.6
September	14	22	12	8	17	12.3	17	37.8
October	14	9	14	16	22	17.3	18	3.8
November	8	6	13	10	16	13.0	8	-38.5
December	16	17	23	7	10	13.3	9	-32.5
Totals	157	135	164	148	187	166.3	151	-9.2

Total Collisions by Month and Year

Figure 1.12

Month	1995	1996	1997	1998	1999	Average 1997 - 1999	2000	*% Change
January	2,271	2,979	3,205	3,162	3,269	3,212.0	3,050	-5.0
February	1,904	2,526	2,191	1,899	2,186	2,092.0	2,082	-0.5
March	2,159	1,896	2,488	1,867	2,100	2,151.7	1,578	-26.7
April	1,573	1,696	1,606	1,511	1,598	1,571.7	1,708	8.7
May	1,705	1,607	1,677	1,838	1,873	1,796.0	1,836	2.2
June	2,243	1,953	1,883	1,963	2,028	1,958.0	2,162	10.4
July	2,045	1,920	1,890	1,955	2,003	1,949.3	2,125	9.0
August	2,054	1,874	2,021	1,953	1,945	1,973.0	1,921	-2.6
September	2,154	1,913	1,915	2,018	2,037	1,990.0	2,088	4.9
October	2,500	2,150	2,110	2,382	2,242	2,244.7	2,132	-5.0
November	3,057	3,193	2,299	2,765	2,441	2,501.7	3,040	21.5
December	3,245	3,140	2,370	2,735	2,829	2,644.7	4,070	53.9
Totals	28,910	29,847	25,855	26,048	26,551	26,084.7	27,792	6.5

** % change is a comparison between 2000 and the 1997 - 1999 average.

Time of Occurrence

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Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2000 traffic collisions, injuries and deaths as compared to a three-year average. Total collisions in November and December of 2000 show a significant increase from the average. This resulted in 4.7% increase in collisions for the entire year. Traffic deaths show a below average count in the months of March to June, November and December.

Figure 2.5 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Figures 2.6 and 2.7 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 a.m. and 6 a.m. The overall risk of being involved in a traffic collision during 2000 was highest Friday afternoons between the hours of 3 p.m. and 5 p.m.

Figure 2.8 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. A more detailed look at urban versus rural collisions shows a peak in urban collisions in mid-to-late afternoon between 3 p.m. and 5 p.m., while collisions in rural areas peak in the evening hours between 6 p.m. and 8 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

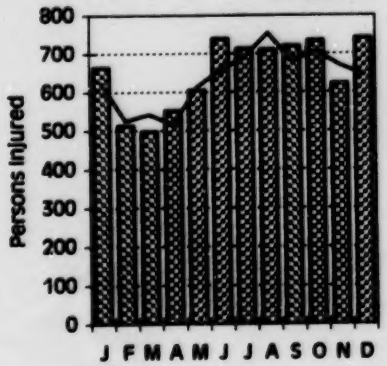


Figure 2.2

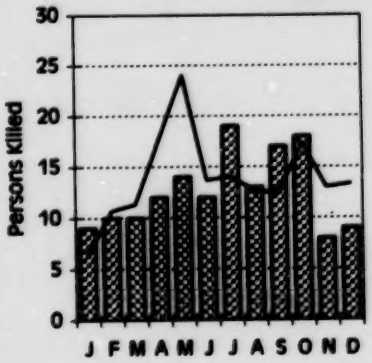
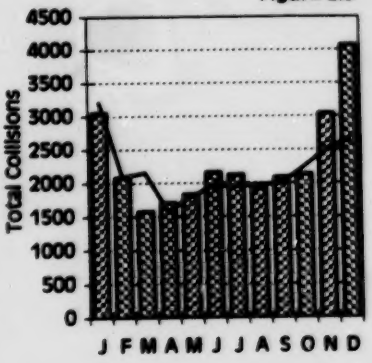


Figure 2.3



2000 Avg. (97 - 99)

Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2,550	491	9	3,050	664	9
February	1,693	381	8	2,082	513	10
March	1,209	360	9	1,578	498	10
April	1,324	376	8	1,708	552	12
May	1,395	428	13	1,836	605	14
June	1,659	493	10	2,162	739	12
July	1,647	459	19	2,125	713	19
August	1,438	470	13	1,921	710	13
September	1,588	483	17	2,088	720	17
October	1,621	495	16	2,132	734	18
November	2,583	451	6	3,040	622	8
December	3,540	521	9	4,070	741	9
Total	**22,247**	**5,408**	**137**	**27,792**	**7,811**	**151**

Collisions During 2000 Holiday Periods

Figure 2.5

Holiday Period		Number of Collisions				Number of Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Imp Driving Awareness, Mar 20-26	(Mon - Sun)	246	73	2	321	99	2
Easter, Apr 21 - 24	(Fri - Mon)	145	55	0	200	88	0
Victoria Day, May 19 - 22	(Fri - Mon)	147	88	4	239	133	4
Canada Day, Jun 30 - Jul 3	(Fri - Mon)	212	46	3	261	68	3
Heritage Day, Aug 4 - 7	(Fri - Mon)	171	55	1	227	78	1
Labour Day, Sept 1 - 4	(Fri - Mon)	212	53	2	267	92	2
Thanksgiving Day, Oct 6 - 9	(Fri - Mon)	187	66	2	255	105	2
Remembrance Day, Nov 10 - 13	(Fri - Mon)	314	42	1	357	59	2
Safe Driving Week, Dec 1 - 7	(Fri - Thurs)	663	115	1	779	155	1
Christmas Holidays, Dec 22-31	(Fri - Sun)	957	142	4	1103	212	4
Total		**3,254**	**735**	**20**	**4,009**	**1,089**	**21**

Figure 2.6

Provincial Highway Collisions and Travel by Time of Day

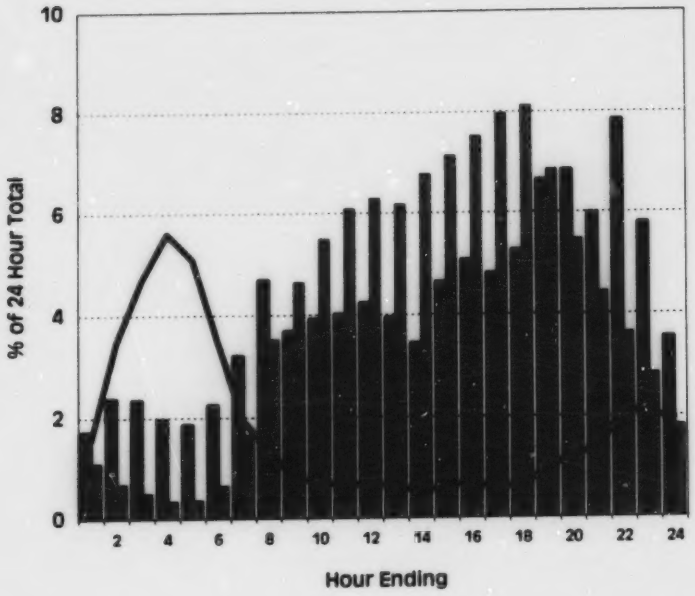
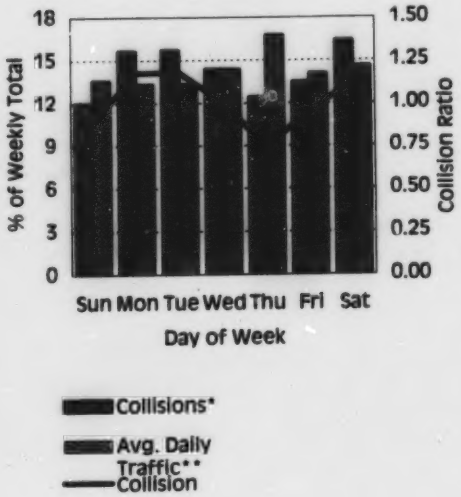


Figure 2.7

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways, ** Traffic On Provincial Highways, *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day & Day of Week

Figure 2.8

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1a.m.	112	38	37	38	40	54	117	436	1.6
1 to 2 a.m.	135	43	31	44	50	50	170	523	1.9
2 to 3 a.m.	146	43	40	28	42	74	179	552	2.0
3 to 4 a.m.	126	25	21	22	40	66	142	442	1.6
4 to 5 a.m.	73	22	17	30	28	35	80	285	1.0
5 to 6 a.m.	56	21	29	25	31	29	56	247	0.9
6 to 7 a.m.	55	53	51	41	69	49	65	383	1.4
7 to 8 a.m.	58	162	134	155	151	107	65	832	3.0
8 to 9 a.m.	56	204	191	221	248	198	86	1,204	4.3
9 to 10 a.m.	81	145	156	142	155	176	98	953	3.4
10 to 11a.m.	104	170	179	210	171	175	177	1,186	4.3
11 to 12 p.m.	129	199	215	216	245	256	221	1,481	5.3
12 to 1p.m.	143	254	272	283	278	341	219	1,790	6.4
1 to 2 p.m.	177	211	212	262	261	259	245	1,627	5.9
2 to 3 p.m.	184	223	234	239	269	299	271	1,719	6.2
3 to 4 p.m.	220	311	304	334	354	418	268	2,209	7.9
4 to 5 p.m.	193	290	343	362	346	387	277	2,198	7.9
5 to 6 p.m.	198	276	297	336	317	362	237	2,023	7.3
6 to 7 p.m.	171	187	208	241	211	245	220	1,483	5.3
7 to 8 p.m.	150	161	184	186	188	260	190	1,319	4.7
8 to 9 p.m.	167	134	149	149	146	197	176	1,118	4.0
9 to 10 p.m.	174	129	140	179	182	227	202	1,233	4.4
10 to 11p.m.	123	116	108	125	144	218	184	1,018	3.7
11 to 12 a.m.	91	74	65	79	107	219	157	792	2.8
Not Stated	87	97	88	95	102	121	149	739	2.7
Total	**3,209**	**3,588**	**3,705**	**4,042**	**4,175**	**4,822**	**4,251**	**27,792**	
Per cent	**11.5**	**12.9**	**13.3**	**14.5**	**15.0**	**17.4**	**15.3**		**100.0**

Major Contributing Factors

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Major Contributing Factors

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Police officers are encouraged to use their skilled judgment in reporting the likely factors, even if the collision scene was not attended.

TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Knowledge of the factors involved is important during the analysis of collisions because the removal of any one of these factors may have prevented the collision.

This section summarizes all contributing factors that were reported. In 2000, a total of 38,617 factors contributed to 27,792 collisions. The numbers in these figures represent the number of collisions in which a contributing factor was present and not the total number of occurrences of that factor. For example, driver inattention was recorded in 8,238 collisions (Fig 3.2), however, there were 8,750 occurrences of driver inattention (Fig 5.9).

Driver inattention and driver distraction account for 23% of all factors reported. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (47%) than in all collisions (34%). Human condition and human action account for 67% of all factors in collisions, as compared to vehicular (2%) and environmental (31%) factors.

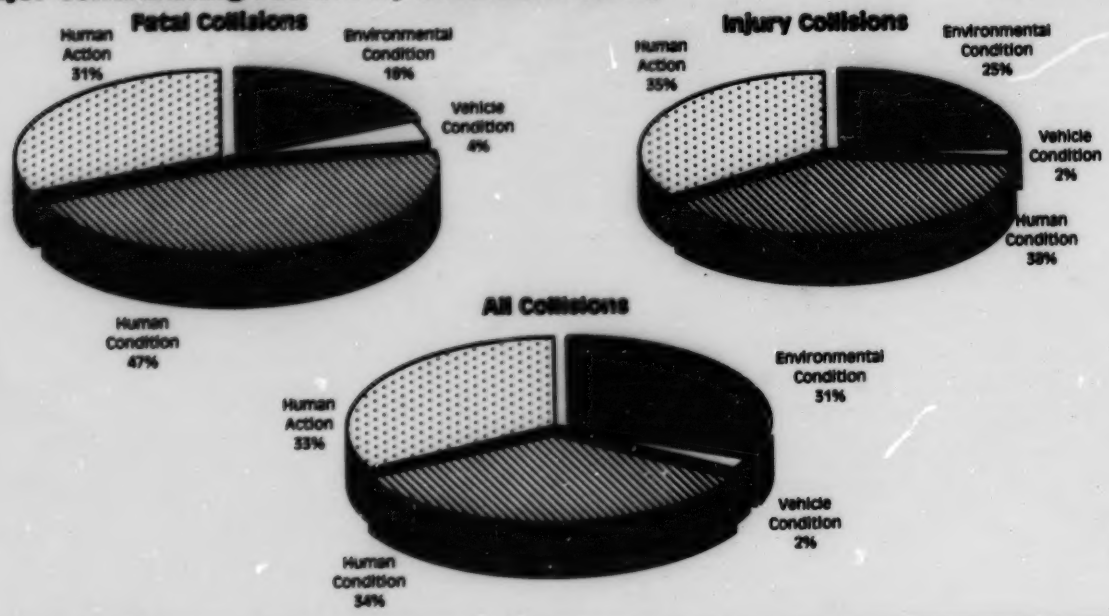
Figures 3.6 and 3.10 summarize the factors by road system. Seventy-five per cent of urban collisions are attributed to human factors, while environmental conditions (51%) are more prevalent in rural collisions.

Top 10 Contributory Factors in Fatal Collisions During 2000

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	9	18	11	2	40	12.9
Inattentive	4	23	11	0	38	12.3
Fail To Yield / Traffic Control Disregarded	8	17	4	0	29	9.4
Driver Inexperience/Confusion	3	7	5	2	17	5.5
Road Condition (Surface Or Structure)	0	10	4	3	17	5.5
Weather Condition	1	14	1	1	17	5.5
Driving Too Fast For Conditions	1	5	5	4	15	4.9
Extreme Fatigue / Fell Asleep	0	13	2	0	15	4.9
Taking Evasive Action	1	8	2	1	12	3.9
Pedestrian Action Contributed	4	6	1	1	12	3.9

Major Contributing Factors by Collision Severity

Figure 3.1



Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	6,381	1,820	37	8,238	21.3
Driver Distraction	594	231	9	834	2.2
Had Been Drinking	380	242	3	625	1.6
Driving While Impaired	410	284	32	726	1.9
Extreme Fatigue	42	30	4	76	0.2
Fell Asleep	116	114	11	241	0.6
Driver Inexperience / Confusion	1,122	481	17	1,620	4.2
Lost Consciousness/ Sudden Illness	32	39	1	72	0.2
Physical / Medical Disability	44	25	2	71	0.2
Drugs (Prescription or Illegal)	19	15	1	35	0.1
Defective Eyesight / Hearing	30	4	1	35	0.1
Other Human Conditions	340	122	7	469	1.2
Total	**9,510**	**3,407**	**125**	**13,042**	**33.8**

Collisions by Severity Where Human Action Was a Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,191	786	18	2,995	7.8
Traffic Control Device Disregarded	898	392	10	1,300	3.4
Following too Closely	782	299	2	1,083	2.8
Driving too Fast for Conditions	1,652	524	14	2,190	5.7
Exceeding Speed Limit	177	116	11	304	0.8
Turning Improperly	553	100	0	653	1.7
Passing or Improper Lane Usage	516	109	6	631	1.6
Backing Unsafely	666	27	0	693	1.8
Fail to Signal	50	13	0	63	0.2
Driving Wrong Way in One Way Traffic	19	22	0	41	0.1
Taking Evasive Action	944	283	12	1,239	3.2
Careless Driving / Stunting	406	157	6	569	1.5
Pedestrian Action Contributed	2	3	0	5	0.0
Other Human Action	587	216	6	809	2.1
Total	**9,443**	**3,047**	**85**	**12,575**	**32.8**

Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3.4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	93	34	2	129	0.3
Defective Lights	23	11	1	35	0.1
Defective Exhaust System	1	0	0	1	0.0
Load Shifted / Spilled	45	17	1	63	0.2
Vehicle Overloaded / Improperly Loaded	23	4	0	27	0.1
Defective Steering	28	6	1	35	0.1
Defective Suspension / Wheel Failure	26	1	0	27	0.1
Defective Tires / Tire Blowout	100	26	2	128	0.3
Defective Engine / Power Train / Wiring	37	7	0	44	0.1
Jackknife / Trailer Swing	63	6	1	70	0.2
View from Vehicle Obstructed	83	15	1	99	0.3
Other Vehicle Condition / Defective	155	21	2	178	0.5
Lights Not On	16	8	0	24	0.1
Total	**693**	**158**	**11**	**860**	**2.2**

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	1,995	195	2	2,192	5.7
Animal Action (Domestic)	191	35	0	226	0.6
Road Condition (Surface or Structure)	4,308	897	14	5,219	13.5
Loose Gravel	262	171	5	438	1.1
Snow Drift	208	48	0	256	0.7
Obstruction / Debris on Road	183	29	0	212	0.5
View Obstructed / Limited	444	139	4	587	1.5
Sun Glare	174	94	4	272	0.7
Construction Zone	62	24	0	86	0.2
Soft or Defective Shoulders	79	40	1	120	0.3
Lane Marking Inadequate	9	2	0	11	0.0
Traffic Control Device Not Working	29	12	1	42	0.1
Weather Conditions	930	268	10	1,208	3.1
Uninvolved Vehicle	649	168	7	824	2.1
Uninvolved Pedestrian	103	32	0	135	0.3
Other Environmental Condition	253	57	2	312	0.8
Total	**9,879**	**2,211**	**80**	**12,140**	**31.4**

Collisions by Road System Where Human Condition Was a Major Contributing Factor

Figure 3.6

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	7,095	690	345	108	8,238	21.3
Driver Distraction	601	135	72	26	834	2.2
Had Been Drinking	384	112	102	47	625	1.6
Driving While Impaired	518	113	42	53	726	1.9
Extreme Fatigue	16	43	15	2	76	0.2
Fell Asleep	40	169	28	4	241	0.6
Driver Inexperience / Confusion	923	245	367	85	1,620	4.2
Lost Consciousness/ Sudden Illness	42	22	8	0	72	0.2
Physical / Medical Disability	46	17	7	1	71	0.2
Drugs (Prescription or Illegal)	19	12	2	2	35	0.1
Defective Eyesight / Hearing	27	6	2	0	35	0.1
Other Human Conditions	335	75	38	23	469	1.2
Total	10,026	1,639	1,026	351	13,042	33.8

Collisions by Road System Where Human Action Was a Major Contributing Factor

Figure 3.7

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,704	195	83	13	2,995	7.8
Traffic Control Device Disregarded	1,162	113	24	1	1,300	3.4
Following too Closely	954	87	29	13	1,083	2.8
Driving too Fast for Conditions	1,512	289	300	89	2,190	5.7
Exceeding Speed Limit	209	41	43	11	304	0.8
Turning Improperly	571	53	20	9	653	1.7
Passing or Improper Lane Usage	488	119	16	8	631	1.6
Backing Unsafely	646	18	14	15	693	1.8
Fail to Signal	34	22	6	1	63	0.2
Driving Wrong Way in One Way Traffic	36	4	1	0	41	0.1
Taking Evasive Action	661	289	239	50	1,239	3.2
Careless Driving / Stunting	413	78	46	32	569	1.5
Pedestrian Action Contributed	4	0	0	1	5	0.0
Other Human Action	592	118	67	32	809	2.1
Total	8,986	1,426	888	275	12,575	32.6

Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor

Figure 3.8

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	97	15	14	3	129	0.3
Defective Lights	17	15	2	1	35	0.1
Defective Exhaust System	0	0	1	0	1	0.0
Load Shifted / Spilled	16	19	25	3	63	0.2
Vehicle Overloaded / Improperly Loaded	14	5	6	2	27	0.1
Defective Steering	14	15	4	2	35	0.1
Defective Suspension / Wheel Failure	3	16	6	2	27	0.1
Defective Tires / Tire Blowout	28	55	40	5	128	0.3
Defective Engine / Power Train / Wiring	37	4	1	2	44	0.1
Jackknife / Trailer Swing	12	42	13	3	70	0.2
View from Vehicle Obstructed	87	7	2	3	99	0.3
Other Vehicle Condition / Defective	107	51	14	6	178	0.5
Lights Not On	14	6	4	0	24	0.1
Total	446	250	132	32	860	2.2

Collisions by Road System Where Environmental Condition Was a Major Contributing Factor

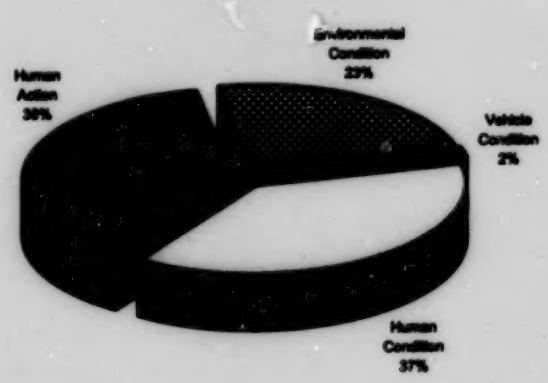
Figure 3.9

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	55	1,352	646	93	2,192	5.7
Animal Action (Domestic)	64	65	71	26	226	0.6
Road Condition (Surface or Structure)	3,499	955	589	176	5,219	13.5
Loose Gravel	41	51	303	43	438	1.1
Snow Drift	96	84	68	8	256	0.7
Obstruction / Debris on Road	84	93	31	4	212	0.5
View Obstructed / Limited	384	103	79	21	587	1.5
Sun Glare	221	34	13	4	272	0.7
Construction Zone	48	26	10	2	86	0.2
Soft or Defective Shoulders	5	39	62	14	120	0.3
Lane Marking Inadequate	4	2	2	3	11	0.0
Traffic Control Device Not Working	13	5	22	2	42	0.1
Weather Conditions	562	478	134	34	1,208	3.1
Uninvolved Vehicle	586	158	60	20	824	2.1
Uninvolved Pedestrian	130	2	1	2	135	0.3
Other Environmental Condition	162	89	43	18	312	0.8
Total	**5,994**	**3,582**	**2,134**	**470**	**12,140**	**31.4**

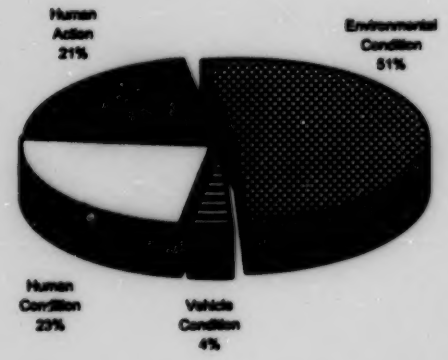
Major Contributing Factors in Collisions by Road System

Figure 3.10

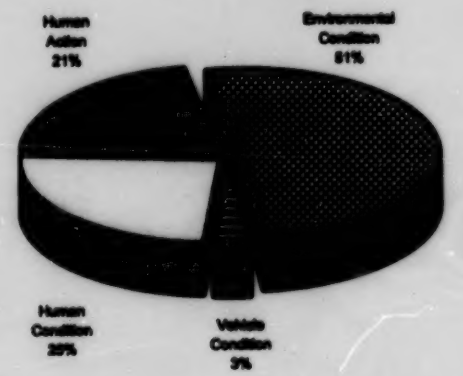
Urban Streets



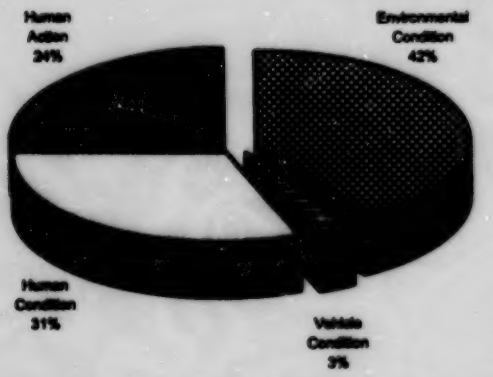
Provincial Highways



Rural Roads



Other Roads



Environmental Factors

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Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

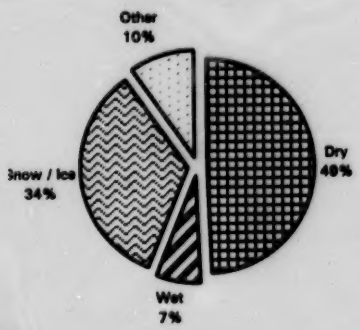
This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.3 and Figure 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (49.4%), clear weather (56.9%), daylight (50.8%) and on a straight stretch of road (69.2%). Figure 4.5 also illustrates that intersections are the most common location for urban collisions (66%).

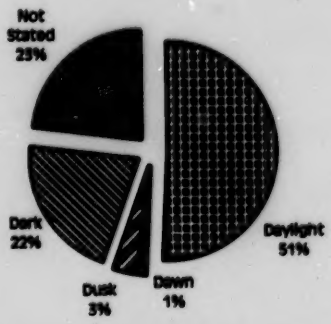
Figures 4.6 and 4.7 provide a breakdown of the type of collisions that occur for both single and multiple vehicle configurations. Single vehicle collisions account for 81 per cent of the collisions on rural roads, 70 per cent on provincial highways, and 14 per cent on urban streets.

Figures 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jackknifing.

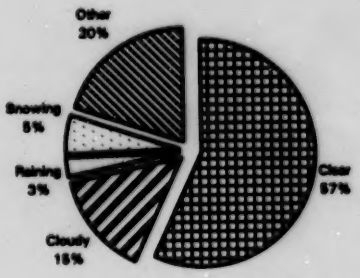
Collisions by Road Surface Condition



Collisions by Light Condition



Collisions by Weather Condition



Collisions by Road Surface Condition & Severity

Figure 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	10,623	3,015	89	13,727	49.4
Wet	1,403	419	10	1,832	6.6
Loose Snow	638	134	1	773	2.8
Packed Snow / Ice	7,445	1,302	15	8,762	31.5
Loose Gravel or Sand	646	361	19	1,026	3.7
Muddy	100	27	1	128	0.5
Slush	95	38	1	134	0.5
Fresh Oil	2	3	0	5	0.0
Not Stated	1,295	109	1	1,405	5.1
Total	22,247	5,408	157	27,782	100.0

Collisions by Light Condition & Severity

Figure 4.2

Natural/Artificial Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	10,873	3,165	71	14,109	50.8
Dawn	286	63	5	354	1.3
Dusk	753	181	10	944	3.4
Dark / No Lighting*	2,166	532	32	2,730	9.8
Dark / Lighting On*	2,627	642	9	3,278	11.8
Not Stated	5,542	825	10	6,377	22.9
Total	22,247	5,408	157	27,782	100.0

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Figure 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	12,349	3,367	99	15,815	56.9
Cloudy	3,097	954	16	4,067	14.6
Raining	644	186	6	836	3.0
Snowing	1,264	242	4	1,510	5.4
Sleet / Hail / Freezing Rain	103	24	1	128	0.5
Fog / Smoke / Smog	148	61	6	215	0.8
Drifting Snow / Dust	189	59	1	249	0.9
Strong Winds	76	34	3	113	0.4
Not Stated	4,377	481	1	4,859	17.5
Total	22,247	5,408	157	27,782	100.0

Intersection Related Collisions by Severity

Figure 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	8,626	2,344	9	10,979
Street/Highway	114	59	3	176
Street/Grid-Municipal Road	86	27	0	113
Street/Private Approach, Driveway	1,489	156	1	1,646
Street/Alley, Other Road	315	48	0	363
Lane Alley/Lane Alley	119	21	0	140
Lane Alley/Private Approach, Driveway	117	9	0	126
Highway/Highway	182	100	5	287
Highway/Grid-Municipal Road	195	129	13	337
Highway/Private Approach, Driveway	86	28	2	116
Highway/Other Road	11	0	0	11
Grid-Municipal Road/Grid-Municipal Road	186	93	4	283
Grid-Municipal Road/Private Approach, Driveway	59	18	0	77
Grid-Municipal Road/Other Road	40	14	0	54
Other Road/Private Approach, Driveway	32	16	0	48
Total Intersection Related	**11,657**	**3,062**	**37**	**14,756**

Non Intersection Related Collisions by Severity

Figure 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non-Intersection (Urban)	4,941	756	7	5,704
Non-Intersection (Highway)	2,487	749	54	3,290
Non-Intersection (Rural)	1,453	462	19	1,934
Non-Intersection (Other Road)	321	145	10	476
Railroad level crossing (Urban)	48	19	0	67
Railroad level crossing (Highway)	16	8	0	24
Railroad level crossing (Rural)	14	13	5	32
Railroad level crossing (Other Road)	1	0	0	1
Bridge or Overpass (Urban)	229	38	1	268
Bridge or Overpass (Highway)	36	10	1	47
Bridge or Overpass (Rural)	5	3	1	9
Bridge or Overpass (Other Road)	1	1	0	2
Tunnel or Underpass (Urban)	32	10	0	42
Tunnel or Underpass (Highway)	4	0	0	4
Tunnel or Underpass (Rural)	0	0	0	0
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	11	3	0	14
Passing Lane/Climbing Lane (Highway)	5	0	0	5
Passing Lane/Climbing Lane (Rural)	0	2	0	2
Passing Lane/Climbing Lane (Other Road)	3	0	0	3
Ramp (Urban)	104	34	0	138
Ramp (Highway)	5	1	0	6
Ramp (Rural Road)	0	0	0	0
Ramp (Other Road)	0	1	0	1
Off Roadway (Urban)	13	5	1	19
Off Roadway (Highway)	5	7	0	12
Off Roadway (Rural)	5	5	0	10
Off Roadway (Other Road)	6	2	0	8
Other/Not Stated (Urban)	697	48	0	745
Other/Not Stated (Highway)	36	6	1	43
Other/Not Stated (Rural)	40	8	0	48
Other/Not Stated (Other Road)	72	10	0	82
Total Non Intersection Related	**10,590**	**2,346**	**100**	**13,036**
Totals	**22,247**	**5,408**	**137**	**27,792**

Collisions by Collision Configuration and Severity

Figure 4.6

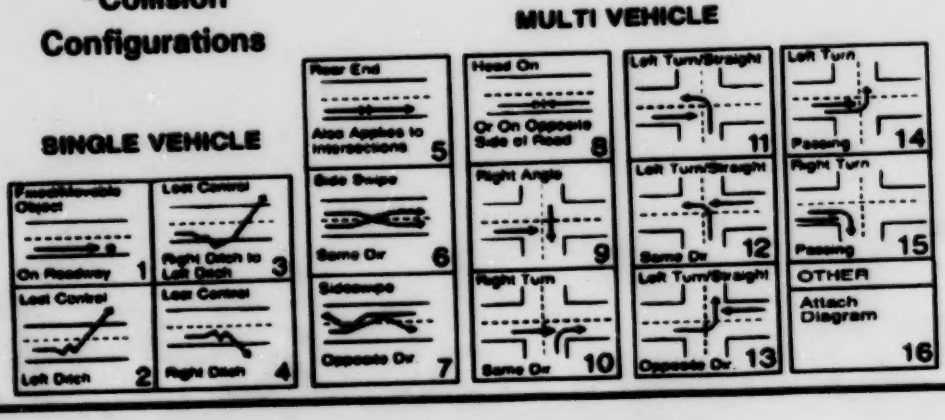
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	3,769	657	26	4,452	16.0
2 Lost Control Left Ditch	746	365	18	1,129	4.1
3 Lost Control Right to Left	361	168	10	539	1.9
4 Lost Control Right Ditch	1,488	631	19	2,138	7.7
Single Vehicle Total	**6,364**	**1,821**	**75**	**8,258**	**29.7**
5 Rear End	4,598	1,474	7	6,079	21.9
6 Side Swipe Same Direction	2,015	129	2	2,146	7.7
7 Side Swipe Opposite Direction	462	66	4	532	1.9
8 Head On	222	89	19	330	1.2
9 Right Angle	3,331	909	18	4,258	15.3
10 Right Turn Same Direction	244	29	0	273	1.0
11 Left Turn / Straight	606	141	0	747	2.7
12 Left Turn / Straight - Same Direction	222	28	0	250	0.9
13 Left Turn / Straight - Opposite Dir.	1,337	360	4	1,701	6.1
14 Left Turn Passing	253	50	1	304	1.1
15 Right Turn Passing	245	23	0	268	1.0
16 Other	2,348	289	9	2,646	9.5
Multiple Vehicle Total	**15,883**	**3,587**	**64**	**19,534**	**70.3**
Total	**22,247**	**5,408**	**137**	**27,792**	**100.0**

Collisions by Collision Configuration and Road System

Figure 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	1,955	1,621	695	181	4,452	16.0
2 Lost Control Left Ditch	300	404	351	74	1,129	4.1
3 Lost Control Right to Left	117	204	185	33	539	1.9
4 Lost Control Right Ditch	543	740	722	133	2,138	7.7
Single Vehicle Total	**2,915**	**2,969**	**1,953**	**421**	**8,258**	**29.7**
5 Rear End	5,658	298	78	45	6,079	21.9
6 Side Swipe Same Direction	1,994	131	11	10	2,146	7.7
7 Side Swipe Opposite Dir.	369	97	35	31	532	1.9
8 Head On	243	52	17	18	330	1.2
9 Right Angle	3,910	242	90	16	4,258	15.3
10 Right Turn Same Direction	262	9	2	0	273	1.0
11 Left Turn / Straight	699	37	7	4	747	2.7
12 Left Turn / Straight - Same Dir.	225	19	4	2	250	0.9
13 Left Turn / Straight - Opposite Dir	1,646	46	2	7	1,701	6.1
14 Left Turn Passing	205	83	13	3	304	1.1
15 Right Turn Passing	254	11	3	0	268	1.0
16 Other	2,082	232	194	138	2,646	9.5
Multiple Vehicle Total	**17,847**	**1,257**	**456**	**274**	**19,534**	**70.3**
Total	**20,462**	**4,226**	**2,409**	**695**	**27,792**	**100.0**

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Figure 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight / Level or Near Level	26,032	7,154	164	33,350	69.2
Straight / Steep Incline or Decline	396	136	5	537	1.1
Straight / Top of Hill (Crest)	271	109	3	383	0.8
Straight / Bottom of Hill (Sag)	240	91	2	333	0.7
Curved / Level or Near Level	1,157	341	20	1,518	3.1
Curved / Steep Incline or Decline	151	56	2	209	0.4
Curved / Top of Hill (Crest)	77	33	2	112	0.2
Curved / Bottom of Hill (Sag)	46	23	0	69	0.1
Dead End / Level or Near Level	73	19	0	92	0.2
Dead End / Steep Incline or Decline	2	0	0	2	0.0
Dead End / Top of Hill (Crest)	6	2	0	8	0.0
Dead End / Bottom of Hill (Sag)	6	3	1	10	0.0
Not Stated	10,241	1,357	4	11,602	19.5
Total	**38,698**	**9,324**	**203**	**48,225**	**100.0**

Sequence of Events by Severity

Figure 4.9

Fixed Objects	Property Damage	Personal Injury	Fatal	Total	%
Approach	95	77	7	179	0.4
Traffic Barricade	29	8	0	37	0.1
Building / Wall	139	25	0	164	0.4
Bridge Structure	94	19	3	116	0.3
Crash Cushions / Impact Attenuator	16	2	1	19	0.0
Culvert	27	21	1	49	0.1
Curbing	601	134	3	738	1.8
Delineator Post	20	0	0	20	0.0
Ditch Bottom / Back Slope	806	394	15	1,215	3.0
Debris on Road	98	7	1	106	0.3
Fence	403	50	1	454	1.1
Fire Hydrant, Parking Meter, Utility Box	93	6	0	99	0.2
Gravel Pile	10	5	0	15	0.0
Guard Rail	234	29	2	265	0.7
Lamp Support (Traffic Signal, Street Light)	470	113	1	584	1.5
Raised Median / Barrier	166	34	0	200	0.5
Power / Telephone Pole	249	50	0	299	0.7
Rock Face / Rocks on Road	70	11	0	81	0.2
Sign Post	334	41	0	375	0.9
Snow Bank / Drift	269	69	0	338	0.8
Tree / Bush	541	122	1	664	1.7
Other Fixed Object	246	41	0	287	0.7
Sub Total Fixed Objects	**5,010**	**1,258**	**36**	**6,304**	**15.7**
Movable Objects					
Another Road Vehicle	15,418	3,432	56	18,906	47.1
Animal	1,991	148	2	2,141	5.3
Pedestrian	2	338	18	358	0.9
Railroad Train	11	14	5	30	0.1
Other Movable Object	138	10	0	148	0.4
Sub Total Movable Objects	**17,560**	**3,942**	**81**	**21,583**	**53.8**
Non-Collision Events					
Ran Off Road	2,598	1,279	66	3,943	9.8
Overturned	1,062	995	52	2,109	5.3
Fire / Explosion	13	18	7	38	0.1
Submersion	21	9	1	31	0.1
Skidding / Sliding / Spinning	4,368	1,353	49	5,770	14.4
Load Spill	33	9	0	42	0.1
Jack Knife / Trailer Swing	128	14	0	142	0.4
Other Non-Collision Events	140	38	1	179	0.4
Sub Total Non-Collision Events	**8,363**	**3,715**	**176**	**12,254**	**30.5**
Grand Total	**30,933**	**8,915**	**293**	**40,141**	**100.0**

Sequence of Events by Road System

Figure 4.10

Fixed Objects	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	11	106	55	7	179	0.4
Traffic Barricade	31	5	0	1	37	0.1
Building / Wall	158	2	1	3	164	0.4
Bridge Structure	71	31	12	2	116	0.3
Crash Cushions / Impact Attenuator	9	6	4	0	19	0.0
Culvert	11	20	16	2	49	0.1
Curbing	725	5	3	5	738	1.8
Delineator Post	16	3	0	1	20	0.0
Ditch Bottom / Back Slope	108	533	476	98	1,215	3.0
Debris on Road	32	57	11	6	106	0.3
Fence	244	71	118	21	454	1.1
Fire Hydrant, Parking Meter, Utility Box	93	0	0	6	99	0.2
Gravel Pile	0	6	9	0	15	0.0
Guard Rail	211	48	2	4	265	0.7
Lamp Support (Traffic Signal, Street Light)	535	38	0	11	584	1.5
Raised Median / Barrier	195	5	0	0	200	0.5
Power / Telephone Pole	246	26	14	13	299	0.7
Rock Face / Rocks on Road	15	31	28	7	81	0.2
Sign Post	256	93	21	5	375	0.9
Snow Bank / Drift	181	83	64	10	338	0.8
Tree / Bush	416	64	121	63	664	1.7
Other Fixed Objects	203	33	37	14	287	0.7
Sub Total - Fixed Objects	**3,767**	**1,266**	**992**	**279**	**6,304**	**15.7**
Movable Objects						
Another Road Vehicle	17,321	1,092	285	208	18,906	47.1
Animal	56	1,384	606	95	2,141	5.3
Pedestrian	325	14	5	14	358	0.9
Railroad Train	8	5	17	0	30	0.1
Other Movable Objects	72	60	8	8	148	0.4
Sub Total - Movable Objects	**17,782**	**2,555**	**921**	**325**	**21,583**	**53.8**
Non-Collision Events						
Ran Off Road	838	1,521	1,311	273	3,943	9.8
Overturned	171	906	878	154	2,109	5.3
Fire / Explosion	5	22	8	3	38	0.1
Submersion	5	14	9	3	31	0.1
Skidding / Sliding / Spinning	3,213	1,250	1,049	258	5,770	14.4
Load Spill	7	19	13	3	42	0.1
Jackknife / Trailer Swing	18	86	32	6	142	0.4
Other Non-Collision Events	52	81	32	14	179	0.4
Sub Total - Non-Collision Events	**4,309**	**3,899**	**3,332**	**714**	**12,254**	**30.5**
Grand Total	**25,858**	**7,720**	**5,245**	**1,318**	**40,141**	**100.0**

Vehicles in Collisions by Road Characteristics and Severity

Figure 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	1,589	366	6	1,961	4.1
Undivided Two Way	17,924	4,663	154	22,741	47.2
Divided Raised Median	4,981	1,743	8	6,732	14.0
Divided Depressed / Painted Median	3,409	1,116	26	4,551	9.4
Other	883	153	5	1,041	2.2
Not Stated	9,912	1,283	4	11,199	23.2
Grand Total	**38,698**	**9,324**	**203**	**48,225**	**100.0**

TAIS records up to three events in order of sequence for each vehicle involved in a collision. Figures 4.9 and 4.10 summarize the 40,141 events that were recorded in the 27,792 collisions. It should also be noted that these figures represent the number of collisions in which an event occurred, not the total number of occurrences of that event.

Driver Factors

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Driver Factors

DRIVER IMPROVEMENT PROGRAM

The Driver Improvement Program was implemented Nov. 1, 1998 in order to monitor the driving records of all Saskatchewan drivers. The program aims to make Saskatchewan roads safer for everyone by reducing the incidence of high-risk behaviour by motorists.

Impaired driving is one example of high-risk driving, but many motorists endanger the lives of others through behaviours that frequently cause motor vehicle accidents, including speeding, running red lights and stunting.

The Driver Improvement Program assigns points to drivers every time they are convicted of a traffic offence or have an at-fault accident. Drivers who reach their maximum threshold of points are sent warning letters and must attend an interview with SGI staff if their record does not improve.

Drivers who continue their high-risk behaviour face consequences that include fines, driver's licence re-testing, basic driver training, a driver improvement course or a licence suspension of up to six months.

In 2000, SGI sent out 5,646 warning letters, 1,895 interview requests and carried out 543 licence suspensions.

For more information on the Driver Improvement Program, call 1-800-667-9868.

Collision Involvement by Driver Age in 2000

- Drivers 20 and younger represented 11 per cent of the licensed drivers and 21.2 per cent of the drivers in collisions.
- Drivers 65 and older represented 15.2 per cent of the licensed drivers and 8.6 per cent of drivers in collisions.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Licensed Drivers			Drivers in 2000 Collisions								Rates	
						Not		Property	Personal			Collision	Relative
Age	Male	Female	Total	Male	Female	Stated	Total	Damage	Injury	Fatal	Total	*Rates	**Risk
<16	4,118	3,974	8,092	153	111	1	265	127	135	3	265	32.75	0.49
16	6,483	6,259	12,742	1,261	762	1	2,024	1,599	418	7	2,024	158.84	2.38
17	6,820	6,546	13,366	1,244	745	4	1,993	1,576	408	9	1,993	149.11	2.23
18	6,844	6,608	13,452	1,181	695	4	1,880	1,492	384	4	1,880	139.76	2.09
19	6,671	6,331	13,002	1,165	601	6	1,772	1,369	394	9	1,772	136.29	2.04
20	6,519	6,030	12,549	990	517	2	1,509	1,188	313	8	1,509	120.25	1.80
21	6,349	6,112	12,461	804	496	3	1,303	1,026	274	3	1,303	104.57	1.56
22	6,094	5,840	11,934	776	425	3	1,204	946	256	2	1,204	100.89	1.51
23	6,028	5,763	11,791	739	407	1	1,147	874	270	3	1,147	97.28	1.45
24	5,704	5,554	11,258	600	316	5	921	713	200	8	921	81.81	1.22
25	5,534	5,275	10,809	545	333	3	881	701	175	5	881	81.51	1.22
26	5,381	5,208	10,589	496	309	1	806	622	183	1	806	76.12	1.14
27	5,151	5,082	10,233	520	280	2	802	625	173	4	802	78.37	1.17
28	5,301	5,184	10,485	489	274	3	766	587	178	1	766	73.06	1.09
29	5,229	5,243	10,472	411	253	1	665	532	131	2	665	63.50	0.95
30	5,167	5,112	10,279	430	239	1	670	526	141	3	670	65.18	0.97
31	5,142	5,176	10,318	416	271	0	687	534	152	1	687	66.58	1.00
32	5,266	5,245	10,511	429	281	2	712	559	148	5	712	67.74	1.01
33	5,238	5,233	10,471	409	236	1	646	492	150	4	646	61.69	0.92
34	5,590	5,600	11,190	418	278	3	699	547	152	0	699	62.47	0.93
35	5,966	6,039	12,005	521	307	0	828	626	197	5	828	68.97	1.03
36	6,539	6,704	13,243	505	353	3	861	660	193	8	861	65.02	0.97
37	7,001	7,094	14,095	518	312	4	834	649	181	4	834	59.17	0.88
38	7,096	7,170	14,266	497	306	0	803	634	166	3	803	56.29	0.84
39	7,288	7,174	14,462	484	297	2	783	634	147	2	783	54.14	0.81
40	7,293	7,182	14,475	483	324	1	808	642	162	4	808	55.82	0.83
41	7,444	7,312	14,756	471	296	3	770	623	145	2	770	52.18	0.78
42	7,220	7,165	14,385	468	293	1	762	573	186	3	762	52.97	0.79
43	7,468	7,166	14,634	457	305	0	762	589	167	6	762	52.07	0.78
44	7,334	6,882	14,216	483	280	4	767	600	163	4	767	53.95	0.81
45	7,500	7,107	14,607	458	257	1	716	563	150	3	716	49.02	0.73
46	7,262	6,939	14,201	436	234	1	671	524	145	2	671	47.25	0.71
47	6,858	6,529	13,387	396	218	1	615	491	123	1	615	45.94	0.69
48	6,556	6,013	12,569	389	219	2	610	476	131	3	610	48.53	0.73
49	6,188	5,652	11,840	367	182	2	551	420	127	4	551	46.54	0.70
50	5,875	5,611	11,486	377	173	0	550	429	118	3	550	47.88	0.72
51	5,912	5,460	11,372	396	196	1	593	471	119	3	593	52.15	0.78
52	5,548	5,248	10,796	357	151	2	510	411	99	0	510	47.24	0.71
53	5,792	5,288	11,080	332	172	1	505	405	97	3	505	45.58	0.68
54	5,066	4,899	9,965	253	148	0	401	327	70	4	401	40.24	0.60
55	4,593	4,189	8,782	263	120	1	384	300	83	1	384	43.73	0.65
56	4,317	4,054	8,371	235	107	2	344	278	63	3	344	41.09	0.61
57	4,302	4,003	8,305	249	100	1	350	278	69	3	350	42.14	0.63
58	4,093	3,919	8,012	203	100	1	304	233	69	2	304	37.94	0.57
59	3,801	3,589	7,390	196	98	0	294	222	68	4	294	39.78	0.59
60	3,948	3,608	7,556	206	107	0	313	247	64	2	313	41.42	0.62
61	3,677	3,444	7,121	194	88	0	282	235	47	0	282	39.60	0.59
62	3,605	3,293	6,898	172	70	0	242	193	48	1	242	35.08	0.52

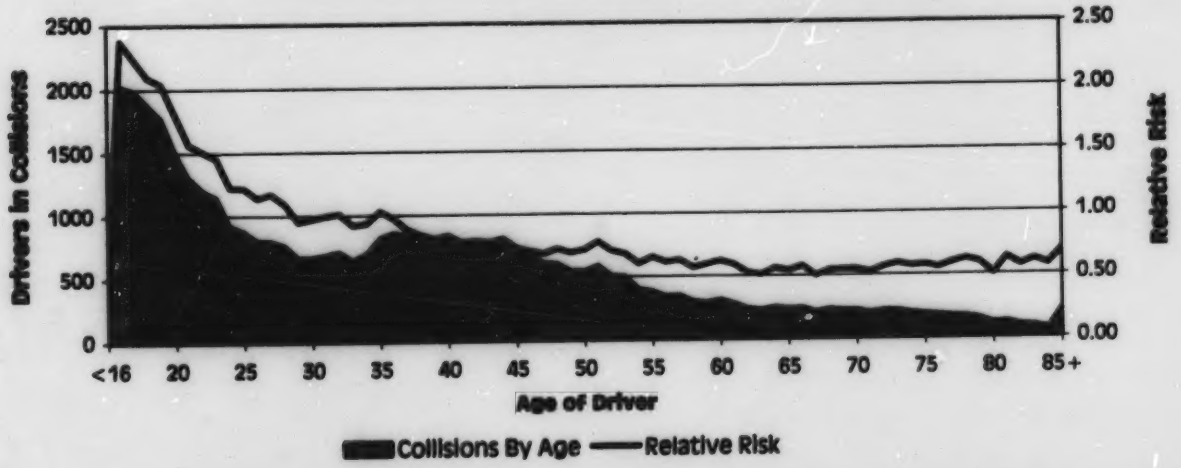
	Licensed Drivers			Drivers in 2000 Collisions								Rates	
						Not		Property	Personal			Collision	Relative
Age	Male	Female	Total	Male	Female	Stated	Total	Damage	Injury	Fatal	Total	*Rates	**Risk
65	3,474	3,321	6,795	162	69	1	232	178	54	0	232	34.14	0.51
64	3,521	3,188	6,709	171	80	0	251	210	40	1	251	37.41	0.56
63	3,516	3,089	6,605	159	78	1	238	198	40	0	238	36.03	0.54
62	3,362	3,010	6,372	175	69	1	245	186	58	1	245	38.45	0.57
61	3,373	2,995	6,368	143	69	0	212	171	40	1	212	33.29	0.50
60	3,453	3,012	6,465	156	76	1	233	187	46	0	233	36.04	0.54
59	3,342	2,855	6,197	172	54	0	226	180	45	1	226	36.47	0.55
70	3,243	2,913	6,156	158	66	0	224	172	52	0	224	36.39	0.54
71	3,143	2,718	5,861	144	60	1	205	168	36	1	205	34.98	0.52
72	3,097	2,746	5,843	151	70	0	221	184	37	0	221	37.82	0.57
73	2,912	2,638	5,550	138	81	0	219	176	43	0	219	39.46	0.59
74	2,788	2,513	5,301	130	71	1	202	159	42	1	202	38.11	0.57
75	2,654	2,316	4,970	147	45	0	192	149	41	2	192	38.63	0.58
76	2,658	2,287	4,945	134	50	0	184	139	40	5	184	37.21	0.56
77	2,368	2,032	4,400	123	52	0	175	142	31	2	175	39.77	0.59
78	2,207	1,925	4,132	117	54	1	172	139	29	4	172	41.63	0.62
79	2,056	1,802	3,858	113	41	0	154	118	35	1	154	39.92	0.60
80	1,844	1,603	3,447	67	49	0	116	90	22	4	116	33.65	0.50
81	1,574	1,353	2,927	87	37	0	124	96	26	2	124	42.36	0.63
82	1,432	1,208	2,640	71	30	0	101	77	24	0	101	38.26	0.57
83	1,295	989	2,284	77	17	0	94	80	14	0	94	41.16	0.62
84	1,095	797	1,892	49	24	0	73	65	7	1	73	38.58	0.58
85+	3,916	2,354	5,043	170	62	0	232	183	46	3	232	46.00	0.69
NS	0	0	0	286	115	2,262	2,663	2,390	267	6	2,663		
Total	342,494	325,772	668,266	27,142	15,061	2,350	44,553	35,205	9,147	201	44,553	66.67	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg for under 16 age group - (265 / 8,092) x 1,000 = 32.75

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for under 16 age group - 32.75 / 66.87 = 0.49

Figure 5.2

Drivers in Collisions and Relative Risk by Driver Age



Licensed Drivers by Age and Year

Figure 5.3

Age	1998			1999			2000		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	3,985	3,966	7,951	4,080	4,054	8,134	4,118	3,974	8,092
16	6,604	6,402	13,006	6,666	6,424	13,090	6,483	6,259	12,742
17	6,817	6,310	13,127	6,830	6,642	13,472	6,820	6,548	13,368
18	6,867	6,282	13,149	6,890	6,407	13,297	6,844	6,608	13,452
19	6,784	6,377	13,161	6,833	6,227	13,060	6,671	6,331	13,002
20	6,480	6,113	12,593	6,569	6,226	12,795	6,519	6,030	12,549
21	6,443	6,033	12,476	6,327	6,043	12,370	6,349	6,112	12,461
22	6,102	5,915	12,017	6,239	5,973	12,212	6,094	5,840	11,934
23	5,960	5,597	11,557	5,982	5,796	11,778	6,028	5,763	11,791
24	5,748	5,445	11,193	5,824	5,480	11,304	5,704	5,554	11,258
25 - 34	56,081	55,302	111,383	54,616	53,746	108,362	52,999	52,358	105,357
35 - 44	73,799	72,121	145,920	72,946	71,592	144,538	70,649	69,888	140,537
45 - 54	57,522	53,486	111,008	60,240	56,228	116,468	62,557	58,746	121,303
55 - 64	38,405	35,131	73,536	38,880	35,944	74,824	39,331	36,608	75,939
65 - 74	32,862	28,438	61,300	32,494	28,375	60,869	32,229	28,489	60,718
75 >	22,334	17,099	39,433	22,793	18,013	[illegible] 806	23,099	18,666	41,765
Total	342,795	320,017	662,810	344,209	323,170	[illegible] 379	342,494	323,772	666,266

Drivers in Collisions by Gender by Year

Figure 5.4

Age	1998				1999				2000			
	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	174	94	0	268	182	98	2	282	153	111	1	265
16	1,148	629	3	1,780	1,191	740	2	1,933	1,261	762	1	2,024
17	1,226	684	9	1,919	1,109	745	4	1,858	1,244	745	4	1,993
18	1,183	576	5	1,764	1,178	628	5	1,811	1,181	695	4	1,880
19	1,041	515	13	1,569	1,111	564	9	1,684	1,165	601	6	1,772
20	946	452	8	1,406	930	489	7	1,426	990	517	2	1,509
21	790	398	5	1,193	825	441	8	1,274	804	496	3	1,303
22	635	350	10	995	718	423	2	1,143	776	425	3	1,204
23	619	327	7	953	649	356	4	1,009	739	407	1	1,147
24	567	307	6	880	576	338	2	916	600	316	5	921
25 - 34	4,595	2,513	42	7,150	4,567	2,537	34	7,138	4,563	2,754	17	7,334
35 - 44	4,587	2,656	25	7,268	4,859	2,795	33	7,687	4,887	3,073	18	7,978
45 - 54	3,055	1,546	18	4,619	3,332	1,766	17	5,115	3,761	1,950	11	5,722
55 - 64	1,774	840	11	2,625	1,909	926	10	2,845	2,051	939	6	2,996
65 - 74	1,428	616	6	2,050	1,460	666	6	2,132	1,526	694	5	2,225
75 >	983	421	5	1,409	1,010	407	8	1,425	1,155	461	1	1,617
NS *	984	435	2,660	4,079	326	133	2,218	2,677	286	115	2,262	2,663
Total	25,735	13,359	2,833	41,927	25,832	14,052	2,371	42,355	27,142	15,061	2,390	44,593

Drivers in Collisions by Collision Severity by Year

Figure 5.5

Age	1998				1999				2000			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	126	137	5	268	146	130	6	282	127	135	3	265
16	1412	363	5	1,780	1,494	431	8	1,933	1,599	418	7	2,024
17	1521	393	5	1,919	1,445	405	8	1,858	1,576	408	9	1,993
18	1394	366	4	1,764	1,387	413	11	1,811	1,492	384	4	1,880
19	1258	303	8	1,569	1,296	381	7	1,684	1,369	394	9	1,772
20	1097	302	7	1,406	1,111	312	3	1,426	1,188	313	8	1,509
21	937	249	7	1,193	984	288	2	1,274	1026	274	3	1,303
22	775	217	3	995	885	254	4	1,143	946	256	2	1,204
23	742	210	1	953	773	232	4	1,009	874	270	3	1,147
24	677	197	6	880	696	218	2	916	713	200	8	921
25 - 34	5,551	1561	38	7,150	5,440	1657	41	7,138	5,725	1583	26	7,334
35 - 44	5,768	1469	31	7,268	5,894	1758	35	7,687	6,230	1707	41	7,978
45 - 54	3,597	996	26	4,619	3,943	1133	39	5,115	4,517	1179	26	5,722
55 - 64	2,082	526	17	2,625	2,225	598	22	2,845	2,374	605	17	2,996
65 - 74	1,649	392	9	2,050	1,690	422	20	2,132	1,781	439	5	2,225
75 >	1,141	251	17	1,409	1,123	291	11	1,425	1,278	315	24	1,617
NS *	3,648	426	5	4,079	2,379	297	1	2,677	2,390	267	6	2,663
Total	33,875	8,358	184	41,927	32,911	9,220	224	42,355	35,208	9,147	201	44,593

* Driver age not stated.

Number of Charges Resulting from Collisions by Severity of Collision

Figure 5.6

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	124	65	0	189	2.6
Disobey Stop Sign	333	168	1	502	6.9
Fail to Signal	13	4	0	17	0.2
Speed too Fast for Condition	338	146	0	484	6.7
Driving Without Due Care	488	317	5	810	11.2
Following too Close	323	129	0	452	6.2
Passing on Right	7	3	0	10	0.1
Improper Lane Change	133	15	0	148	2.0
Improper Turn	134	39	0	173	2.4
Fail to Yield Right of Way	841	352	2	1,195	16.5
Passing When Unsafe	24	9	0	33	0.5
Driving Left of Centre	35	16	0	51	0.7
Driving Wrong Way on a One Way Street	5	3	0	8	0.1
Fail to Yield to Pedestrian	1	42	1	44	0.6
Fail to Report	256	49	0	305	4.2
Disobey Traffic Signal	213	125	1	339	4.7
Improper Parking on Highway or Street	7	5	0	12	0.2
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	7	1	0	8	0.1
Lights, Tires,Windshield or Bumper Height *	2	2	0	4	0.1
Dangerous Driving	49	35	2	86	1.2
Driving While Disqualified	89	62	0	151	2.1
Criminal Negligence	2	2	0	4	0.1
Fail to Remain at Scene	126	37	1	164	2.3
Impaired Driving/Refuse Testing	345	244	3	592	8.1
Unsafe Backing	225	13	0	238	3.3
No Driver's Licence	320	178	0	498	6.9
Operator or Passenger Not Using Seat belt	2	29	0	31	0.4
Speeding Past Highway Worker	1	0	0	1	0.0
Stunting	20	1	0	21	0.3
24 Hour Suspension	77	33	0	110	1.5
Other	420	160	4	584	8.0
Total	4,000	2,264	20	7,284	100.0

* Defective or Unauthorized

Number of Occurrences of Human Action by Age

Figure 5.7

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not stated	Total	%
Fail to Yield Right of Way	20	105	88	76	64	53	177	248	265	222	158	354	10	1,840	22.0
Control Device Disregarded	7	38	37	41	34	32	91	118	133	87	70	145	4	837	10.0
Following too Close	2	60	54	48	50	37	98	119	110	88	38	45	6	755	9.0
Too Fast for Road Conditions	16	171	115	118	113	77	203	242	201	127	55	64	4	1,506	18.0
Exceeding Speed Limit	4	33	26	24	28	22	36	34	18	5	3	2	2	237	2.8
Turning Improper	6	27	24	25	21	22	47	58	47	59	26	70	6	438	5.2
Passing or Improper Lane Use	7	26	28	23	21	21	57	66	47	47	32	56	3	434	5.2
Backing Unsafe	2	28	17	16	9	11	40	54	86	54	42	69	2	430	5.1
Fail to Signal	0	0	2	1	3	2	2	6	7	10	5	9	0	47	0.6
Driving Wrong Way on a One Way	3	1	1	0	1	2	5	3	3	1	2	4	0	26	0.3
Taking Evasive Action	6	58	58	54	43	44	125	161	152	99	46	37	5	888	10.6
Careless Driving / Stunting	11	58	50	36	42	28	65	56	29	21	7	14	5	422	5.0
Pedestrian Action Contributed	0	0	0	1	0	0	1	0	0	1	0	0	0	3	0.0
Other	18	27	24	19	24	14	56	71	79	72	25	68	6	503	6.0
Total	102	632	524	482	453	365	1,003	1,239	1,177	893	509	937	53	8,368	
Per cent	1.2	7.6	6.3	5.8	5.4	4.4	12.0	14.8	14.1	10.7	6.1	11.2	0.6		100.0

Number of Charges Resulting from Collisions by Age

Figure 5.8

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	4	7	9	12	13	9	24	42	44	15	4	4	2	189	2.6
Disobey Stop Sign	1	38	23	21	15	22	44	75	78	50	46	88	1	502	6.9
Fail to Signal	0	1	1	2	1	0	0	4	4	0	1	3	0	17	0.2
Speed too Fast for Conditions	2	79	49	61	35	32	65	68	40	31	13	12	1	484	6.7
Driving Without Due Care	7	85	78	69	70	35	100	121	98	57	31	58	1	810	11.2
Following too Close	0	53	46	35	23	25	56	73	58	43	18	21	1	452	6.2
Passing on Right	0	0	2	1	2	0	1	1	1	2	0	0	0	10	0.1
Improper Lane Change	0	10	8	10	6	7	17	20	20	9	14	26	1	148	2.0
Improper Turn	1	15	9	8	9	10	18	21	22	20	12	27	1	173	2.4
Fail to Yield Right of Way	3	75	65	54	53	33	118	146	175	146	100	226	1	1,195	16.5
Passing When Unsafe	0	2	3	2	5	1	4	2	5	2	4	3	0	33	0.5
Driving Left of Centre	0	3	6	7	5	3	8	3	6	1	2	7	0	51	0.7
Wrong Way on a One Way	0	1	0	1	0	0	1	0	0	3	0	2	0	8	0.1
Fail to Yield to Pedestrian	0	1	1	1	2	2	4	10	11	4	4	4	0	44	0.6
Fail to Report	7	28	24	21	26	25	50	39	41	14	7	8	15	305	4.2
Disobey Traffic Signal	1	22	17	15	22	14	45	48	53	30	23	48	1	339	4.7
Improper Parking	0	2	1	1	0	0	1	1	2	0	0	1	3	12	0.2
Passing School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	0	0	1	0	0	1	0	2	2	1	1	0	0	8	0.1
Lights,Tires,Windshield,Bumper*	0	0	0	0	0	0	2	0	0	0	1	0	1	4	0.1
Dangerous Driving	4	8	11	10	8	4	11	16	7	3	1	2	1	86	1.2
Driving While Disqualified	0	1	5	8	7	8	18	41	43	11	2	4	3	151	2.1
Criminal Negligence	0	0	0	1	0	0	0	0	0	1	0	1	1	4	0.1
Fail to Remain at Scene	2	7	15	10	9	8	18	27	27	11	3	12	15	164	2.3
Impaired Driving/Refuse Testing	3	11	15	30	36	27	61	148	142	62	33	21	3	592	8.1
Unsafe Backing	2	21	20	4	3	5	17	34	46	25	25	34	2	238	3.3
No Driver's Licence	46	25	28	30	25	26	88	118	70	18	9	12	3	498	6.9
Not Using Seat belt	3	5	1	3	2	2	4	5	4	0	2	0	0	31	0.4
Speeding Past Highway Worker	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.0
Stunting	0	5	3	4	4	1	3	0	0	1	0	0	0	21	0.3
24 Hour Suspension	0	3	1	9	13	7	16	22	17	13	5	4	0	110	1.5
Other	19	59	42	37	36	24	57	67	66	61	27	72	17	584	8.0
Total	**105**	**587**	**484**	**467**	**428**	**331**	**850**	**1,154**	**1,062**	**634**	**388**	**700**	**74**	**7,284**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Condition by Age

Figure 5.9

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	74	509	450	452	381	300	910	1327	1,329	944	558	1,062	454	8,750	64.1
Distracted	4	77	60	54	46	30	82	146	128	74	49	100	9	859	6.3
Had Been Drinking	5	33	38	43	60	46	103	125	87	32	15	8	38	633	4.6
Impaired	3	16	18	36	46	38	81	170	177	66	40	23	17	731	5.4
Extreme Fatigue	1	2	2	4	6	3	20	14	10	6	3	5	0	76	0.6
Fell Asleep	1	12	20	14	24	16	36	37	27	21	10	23	0	241	1.8
Driver Inexperience / Confusion	102	442	245	159	97	61	110	123	86	52	39	117	17	1,650	12.1
Lost Consciousness / or Illness	0	1	2	2	1	1	7	8	14	7	12	17	0	72	0.5
Physical / Medical Disability	0	2	0	1	1	0	3	8	9	6	8	32	1	71	0.5
Drugs (Prescription or Illegal)	0	2	1	2	1	1	3	6	8	1	6	3	1	35	0.3
Defective Eyesight / Hearing	0	1	0	1	2	0	1	2	2	0	4	23	1	37	0.3
Other Human Conditions	8	17	17	18	17	16	50	78	65	40	21	92	60	499	3.7
Total	**198**	**1,114**	**853**	**786**	**682**	**512**	**1,406**	**2,044**	**1,942**	**1,248**	**765**	**1,505**	**598**	**13,654**	
Per cent	1.5	8.2	6.2	5.8	5.0	3.7	10.3	15.0	14.2	9.1	5.6	11.0	4.4		100.0

Figure 5.10

Number of Drivers Involved in Collisions by Licence Class and Age

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	1	0	0	1	5	0	67	191	265
16	0	0	0	0	1,777	1	93	153	2,024
17	3	0	0	0	1,781	0	48	161	1,993
18	8	1	0	3	1,633	1	58	176	1,880
19	37	0	0	5	1,503	0	35	192	1,772
20	40	1	2	4	1,262	0	31	169	1,509
21-24	230	4	17	50	3,627	0	60	587	4,575
25-34	603	30	44	234	5,337	4	76	1,006	7,334
35-44	774	73	108	296	5,753	2	46	926	7,978
45-54	608	132	97	245	3,968	2	8	662	5,722
55-64	296	57	58	105	2,133	1	1	345	2,996
65 and Over	138	44	33	77	3,205	0	1	344	3,842
Not Stated	4	0	0	0	16	0	1	2,643	2,664
Drivers in Collisions	**2,742**	**342**	**358**	**1,020**	**32,000**	**11**	**525**	**7,555**	**44,554**
Total Licensed Drivers	**44,159**	**5,970**	**7,413**	**14,477**	**566,961**	**14**	**27,272**	**0**	**666,266**
Relative Risk *	**0.9**	**0.9**	**0.7**	**1.1**	**0.8**	**11.7**	**0.3**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class) / (% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two axle trucks, two axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg. Buses when not transporting passengers, three axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Figure 5.11

Number of Drivers Involved in Collisions by Year and Age

Age Group	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Under 16	335	364	308	325	285	283	270	268	283	265
16	2,051	2,186	1,764	1,795	1,787	1,682	1,628	1,780	1,934	2,024
17	2,063	2,015	1,730	1,726	1,715	1,759	1,694	1,919	1,863	1,993
18	2,054	1,920	1,547	1,622	1,618	1,549	1,672	1,764	1,817	1,880
19	1,734	1,775	1,350	1,476	1,499	1,540	1,566	1,569	1,687	1,772
20	1,527	1,599	1,231	1,298	1,295	1,313	1,313	1,406	1,432	1,509
21-24	5,055	4,960	3,942	3,973	4,114	4,020	3,840	4,021	4,357	4,576
25-34	11,301	10,488	8,128	8,298	7,746	7,696	7,004	7,150	7,157	7,334
35-44	8,370	8,364	6,597	6,967	7,083	7,315	6,715	7,268	7,707	7,978
45-54	4,324	4,705	3,710	4,016	4,384	4,442	4,384	4,619	5,126	5,722
55-64	3,520	3,359	2,496	2,667	2,675	2,628	2,472	2,625	2,849	2,996
65 and Over	3,868	3,807	3,091	3,248	3,287	3,316	3,227	3,459	3,563	3,842
Not Stated	5,597	5,344	2,966	3,910	4,320	5,181	4,823	4,079	2,697	2,663
Drivers in Collisions	**51,799**	**50,886**	**38,860**	**41,321**	**41,808**	**42,724**	**40,606**	**41,927**	**42,472**	**44,554**

Convictions - 1995 to 2000

Figure 5.12

Conviction	1995	1996	1997	1998	1999	2000	Avg./yr
Exceed Speed Limit	66,587	64,057	65,532	67,313	61,249	63,053	64,632
Driver Fail to Wear Seat Belt	7,290	7,168	7,816	9,844	11,968	12,765	9,475
No Licence/Inappropriate Licence	6,389	5,669	5,094	4,886	5,479	5,082	5,433
Stop Sign	5,283	5,024	5,077	4,952	5,522	5,410	5,211
Operating Unregistered Vehicle	4,750	4,205	4,222	4,375	4,559	4,029	4,357
Inadequate/Improper Equipment	2,341	2,291	2,949	2,909	2,271	1,686	2,408
Red Light	2,287	2,451	2,431	2,351	2,509	2,243	2,379
Without Due Care/Reasonable Consideration	1,826	1,600	1,733	1,725	1,624	1,553	1,677
Driving While Suspended or Refused Issue Etc.	1,841	1,749	1,533	1,405	1,155	1,115	1,466
Fail to Display Plate/Stickers/Permit	910	774	935	1,224	1,792	1,679	1,219
U-Turn at Traffic Lights	1,619	1,076	1,044	1,088	955	890	1,112
Stunting	1,144	1,027	999	1,090	968	946	1,029
Speed Too Fast For Conditions	1,019	1,130	1,206	908	832	840	989
Improperly Equipped Vehicle	1,145	1,265	1,390	1,271	138	8	870
Fail To Report Accident	850	708	649	663	742	693	718
Drive Vehicle While Passenger Unrestrained	707	647	603	697	695	638	665
Left Turn Across Traffic	762	636	597	711	616	630	659
Following Too Close	573	520	561	556	570	587	561
Amber Light	372	707	581	590	510	493	542
Yield Sign	412	482	487	411	421	430	441
Backing Up When Unsafe	500	487	423	387	427	406	438
Driving Contrary to Sign Direction	411	291	309	389	434	514	391
Excessive Noise	535	360	358	400	360	310	387
Disobey Traffic Control Device	492	380	474	396	265	249	376
Improper Turn	275	256	486	247	264	232	293
Fail to Obey Restriction/Endorsement	334	266	311	261	286	214	279
Failing to Yield to Vehicle on Right	347	277	275	241	260	262	277
Unauthorized Use of Plate/Registration	344	310	227	239	229	232	264
Driving Left of Centre	245	256	256	222	282	224	248
Straddling Lanes	290	259	227	240	233	218	245
Fail to Produce Licence/Registration	351	306	213	179	132	68	208
Inadequate Brakes	137	206	278	59	196	233	185
Fail To Yield To Pedestrian	151	191	191	165	158	173	172
Insufficient or No Signal	162	122	153	165	219	203	171
Illegal U-Turn	149	152	137	123	216	241	170
Fail to Stop for Railway Crossing	35	146	209	149	118	150	135
Cross Solid Lines	214	105	136	114	89	99	126
Disobey School Bus Signal	109	105	128	125	132	143	124
Passing on the Right	141	117	121	137	90	113	120
Exceed 60 Km/Hr Passing Highway Worker	25	41	279	81	124	119	112
Passing When Unsafe	140	144	100	99	76	63	104
Improperly Equipped M/C Operator or Passenger	137	109	112	102	66	78	101
Fail to Yield Leaving Lane or Alley	100	76	84	104	80	82	88
Insecured Load or Unmarked Overhanging Load	100	149	122	69	61	18	87
Contest of Speed - Racing	65	61	102	95	75	97	83
Headlamps not Illuminated	58	55	77	67	95	124	79
Flashing Red Light or Proceed Before Safe	49	54	91	20	107	137	76
Obscured Vision	66	76	89	79	77	66	76
Allow Rider on Exterior of Vehicle	63	66	59	68	66	46	61
False Statement/Fail to Furnish Information	72	60	84	91	8	2	53
Flashing Red Light at Crosswalk	4	1	5	268	14	2	49
Driving on Wrong Side of Divided Highway	54	55	47	28	36	53	46
Enter Prov Highway/Fail to Yield	38	38	39	25	39	61	40
Fail to Dim Headlights	44	39	45	36	26	25	36
Overcrowded Steering Compartment	45	45	39	39	24	19	35
Improper Stopping On Highway or Street	51	10	21	25	45	38	32
Unlit Lamps or Obstruction	26	23	27	32	32	47	31

Convictions - 1995 to 2000

Figure 5.12

Conviction	1995	1996	1997	1998	1999	2000	Avg./yr
Drive Over Median	30	19	24	28	28	37	28
Cutting In	18	37	42	14	28	21	27
Improper Lane Use	13	76	31	15	5	19	27
Throwing Glass or Other Litter on Highway	48	32	20	22	22	13	26
Driving While on 24 Hour Suspension	16	12	19	28	37	43	26
Deface or Alter Licence/Registration/Plate	44	32	23	14	22	17	25
Fail to Stop For Police Officer	80	63	0	0	0	0	24
Disobey Emergency Vehicle Signal	27	12	19	22	21	19	20
Fail to Yield On Green Arrow	11	29	20	24	14	10	18
Cross Highway	11	20	13	34	7	5	15
Permit Attachment of Person/Device (Hanging On Veh)	10	12	10	9	22	8	12
Fail to Stop School Bus/Dangerous Goods Vehicle	11	8	24	13	7	3	11
Run Red Light Camera	0	0	0	0	0	56	9
Impede Traffic	18	8	12	5	6	7	9
Speeding Up on Being Overtaken	13	8	6	5	7	16	9
Disobey Traffic Light Not at Intersection	7	10	11	5	7	5	8
Produce Other Persons' Licence	6	5	9	9	8	7	7
Other Charges	31	42	41	39	28	35	36
Total	**114,880**	**109,305**	**112,097**	**114,821**	**110,285**	**110,452**	**111,970**

Top 5 Convictions - 1995 to 2000

Figure 5.13

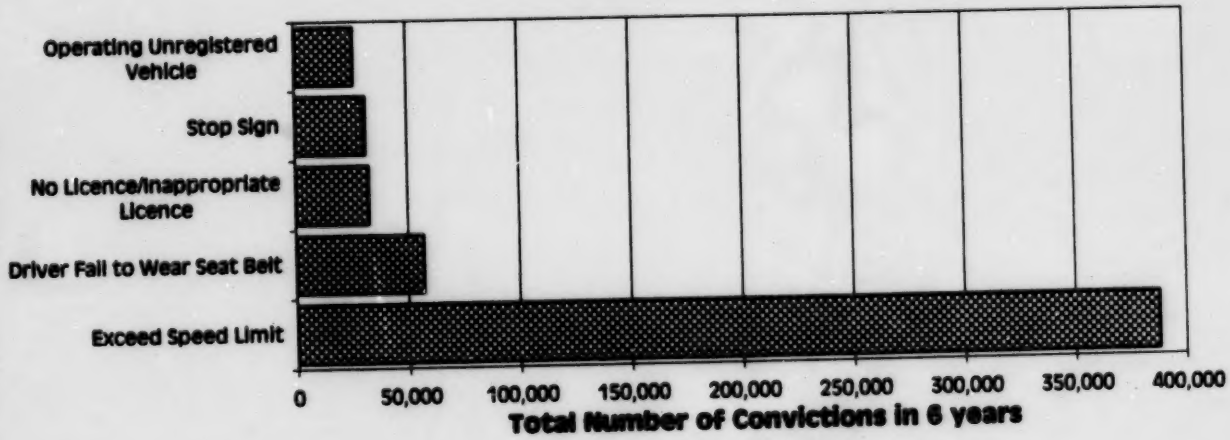
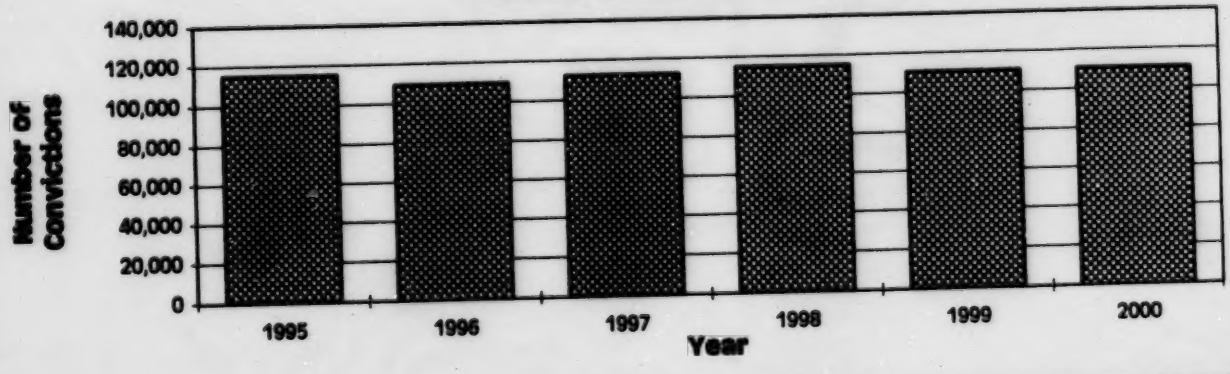


Figure 5.14

Number of Convictions by Year



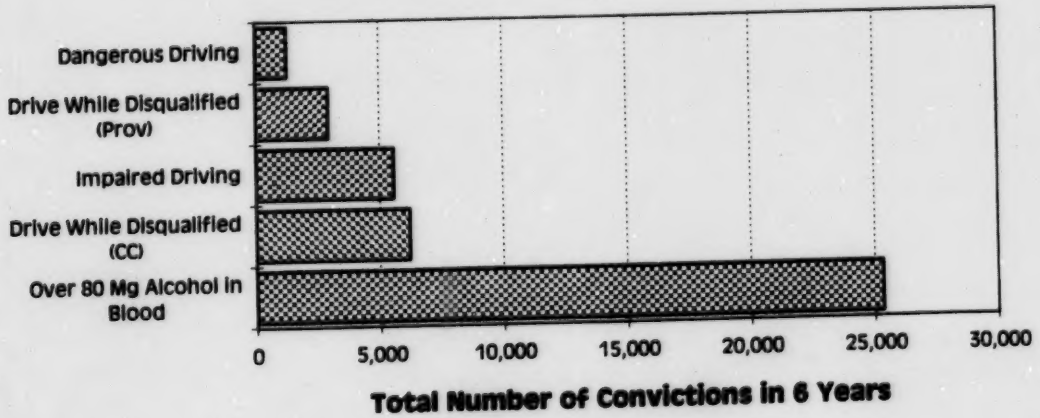
Criminal Code Convictions - 1995 to 2000

Figure 5.15

	1995	1996	1997	1998	1999	2000	Total
Over 80 Mg Alcohol in Blood	4,745	4,578	4,261	4,157	3,974	3,628	25,343
Drive While Disqualified (CC)	1,354	1,061	980	930	976	912	6,213
Impaired Driving	963	910	854	945	1,001	896	5,569
Drive While Disqualified (Prov)	360	361	351	459	669	734	2,934
Dangerous Driving	261	209	204	218	195	186	1,273
Fail to Comply With a Demand	148	155	179	160	153	176	971
Leave Scene of Accident	247	162	148	145	137	130	969
Impaired Driving Causing Bodily Harm	45	28	47	51	25	32	228
Dangerous Driving Causing Bodily Harm	29	18	19	21	15	7	109
Impaired Driving Causing Death	3	9	4	7	3	7	33
Dangerous Driving Causing Death	8	6	6	2	5	3	30
Failing to Stop For Police Officer	0	0	0	0	0	18	18
Criminal Negligence Causing Bodily Harm	0	3	1	1	2	4	11
Criminal Negligence Causing Death	0	0	1	0	1	3	5
Manslaughter	0	0	0	1	0	0	1
Total	**8,163**	**7,500**	**7,055**	**7,097**	**7,156**	**6,736**	**45,707**

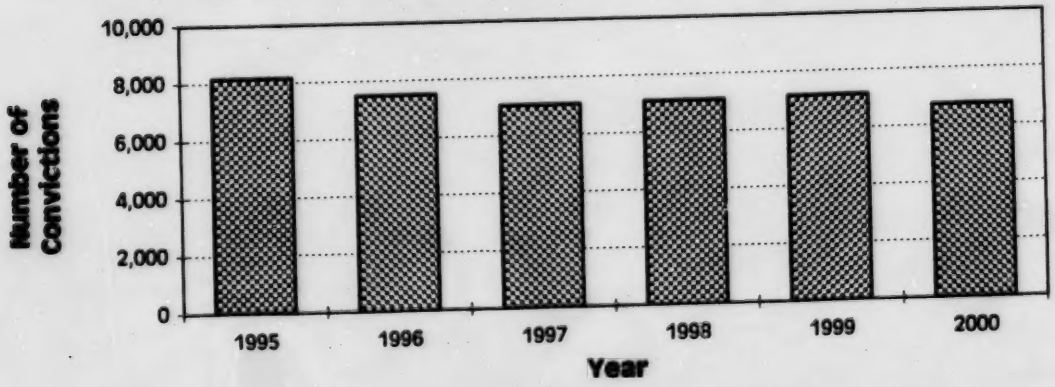
Top 5 Criminal Code Convictions - 1995 to 2000

Figure 5.16



Number of Criminal Code Convictions by Year

Figure 5.17



Vehicle Factors

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Vehicle Factors

There were 48,225 vehicles involved in 27,792 collisions during 2000. This is an average of 1.74 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Automobiles accounted for 58.1% of vehicles in all collisions and 35.5% of the vehicles in fatal collisions.
- Pickup trucks accounted for 23.9% of vehicles in all collisions and 29.6% of vehicles in fatal collisions.
- Large trucks represented 3.0% of the vehicles involved in all collisions and 19.7% of the vehicles in a fatal collision during 2000. This compares to 3.1% and 12% respectively for the three-year average 1997 to 1999.
- In about 75% of truck collisions, police indicate the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 201 motorcycles involved in collisions during 2000, and 67.2% of those resulted in injury or death.

Figures 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Figure 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	22,374	5,574	72	28,020	58.1
Pickup Trucks / Sport Utility Vehicles (SUV)	9,445	2,005	60	11,510	23.9
Panel Van 4,500kg and Under (Includes Mini Van)	3,695	865	21	4,581	9.5
Trucks > 4,500 kg	393	100	5	498	1.0
Semi-Trailer Power Unit	715	211	35	961	2.0
Transit Bus (Urban)	80	18	0	98	0.2
Inter City Bus	26	4	2	32	0.1
School Bus - Standard Large Type	59	10	0	69	0.1
School Bus - Van Type	22	3	0	25	0.1
Other Bus - Unspecified/Private	15	0	0	15	0.0
Motorcycle	66	133	2	201	0.4
Moped / Powered Bicycle	2	4	0	6	0.0
Bicycle*	46	207	1	254	0.5
Ambulance / Police / Fire	57	14	0	71	0.1
Snowmobile *	25	33	1	59	0.1
Construction / Maintenance Equipment	60	6	1	67	0.1
Unregistered Farm Equipment	26	7	1	34	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	3	10	1	14	0.0
Motorhome	27	4	1	32	0.1
Other Vehicle	72	17	0	89	0.2
Not Stated	1,490	99	0	1,589	3.3
Total	**38,698**	**9,324**	**205**	**48,225**	**100.0**

Number of Vehicles in Collisions by Vehicle Type and Road System

Figure 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	24,210	2,345	1,101	364	28,020	58.1
Pickup Trucks / Sport Utility Vehicles (SUV)	8,369	1,725	1,114	302	11,510	23.9
Panel Van 4,500kg and Under (Includes Mini Van)	3,683	570	231	97	4,581	9.5
Trucks > 4,500 kg	268	124	86	20	498	1.0
Semi-Trailer Power Unit	378	447	107	29	961	2.0
Transit Bus (Urban)	97	1	0	0	98	0.2
Inter City Bus	28	3	1	0	32	0.1
School Bus - Standard Large Type	53	10	4	2	69	0.1
School Bus - Van Type	17	0	3	5	25	0.1
Other Bus - Unspecified/Private	12	2	0	1	15	0.0
Motorcycle	150	37	7	7	201	0.4
Moped / Powered Bicycle	6	0	0	0	6	0.0
Bicycle*	244	6	0	4	254	0.5
Ambulance / Police / Fire	50	18	0	3	71	0.1
Snowmobile *	14	17	14	14	59	0.1
Construction / Maintenance Equipment	36	15	10	6	67	0.1
Unregistered Farm Equipment	2	21	11	0	34	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	5	2	3	4	14	0.0
Motorhome	20	11	1	0	32	0.1
Other Vehicle	65	18	3	3	89	0.2
Not Stated	1,505	27	6	51	1,589	3.3
Total	**39,212**	**5,389**	**2,702**	**912**	**48,225**	**100.0**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

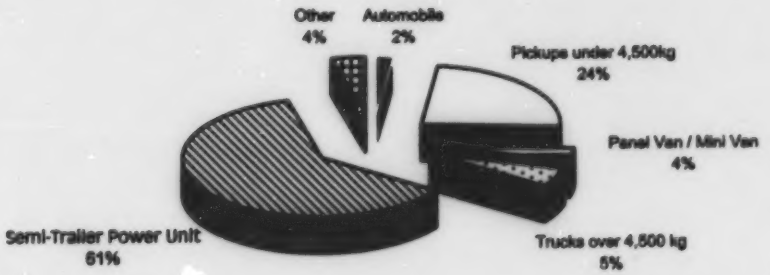
The standard passenger car and pickup truck are involved in 82.0 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Figure 6.3

Vehicle Type	No Trailer	Recreation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A Train	C Train	B Train	Over sized	Other	Total	%
Automobile (pass'ger car)	27,999	7	11	0	0	2	0	0	0	0	0	1	28,020	58.1
Pickup Trucks / SUV	11,235	68	100	44	24	16	4	1	0	3	0	15	11,510	23.9
Panel Van / Mini Van	4,538	17	21	0	3	0	1	0	0	0	0	1	4,581	9.5
Trucks > 4,500 kg	438	0	5	7	12	8	18	1	0	2	0	7	498	1.0
Semi-Trailer Power Unit	253	0	1	3	10	2	444	65	33	130	1	19	961	2.0
Bus - All Types	239	0	0	0	0	0	0	0	0	0	0	0	239	0.5
Const./Maintenance Equip.	65	0	0	0	1	1	0	0	0	0	0	0	67	0.1
Farm Equipment	22	0	0	12	0	0	0	0	0	0	0	0	34	0.1
Off Highway Vehicle	14	0	0	0	0	0	0	0	0	0	0	0	14	0.0
Motorhome	29	2	0	0	0	1	0	0	0	0	0	0	32	0.1
Other Vehicle	2,241	11	8	0	2	2	0	0	0	1	0	4	2,269	4.7
Total	**47,073**	**105**	**146**	**66**	**52**	**32**	**467**	**67**	**33**	**136**	**1**	**47**	**48,225**	**100.0**

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Figure 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	19,314	5,632	164	25,110	52.1
Turning Left	3,618	888	11	4,517	9.4
Turning Right	1,824	325	3	2,152	4.5
Making U-Turn	191	33	0	224	0.5
Changing Lanes	928	91	3	1,022	2.1
Merging	181	45	1	227	0.5
Reversing	1,641	49	1	1,691	3.5
Overtaking, Passing on Left or Right	260	89	6	355	0.7
Slowing or Stopping on the Roadway (decelerating)	2,041	673	5	2,719	5.6
Stopped in Traffic (inc. mechanical breakdown)	2,399	887	3	3,289	6.8
Starting in Traffic (accelerating)	403	111	1	515	1.1
Starting from Parked Position, Leaving Roadside	269	25	0	294	0.6
Entering Parked Position, Stopping On Roadside	157	8	0	165	0.3
Parked Legally	3,365	166	2	3,533	7.3
Parked Illegally	128	11	0	139	0.3
Other	151	41	1	193	0.4
Not Stated	1,828	250	2	2,080	4.3
Total	**38,698**	**9,324**	**203**	**48,225**	**100.0**

Collisions Involving Dangerous Goods

Figure 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	1	9	10	10.0	5.8
Class 2 Compressed Gases	1	18	19	5.3	11.0
Class 3 Flammable Liquids	31	83	114	27.2	65.9
Class 4 Flammable Solids	1	0	1	0.0	0.6
Class 5 Oxidizers & Organic Substances	1	1	2	50.0	1.2
Class 6 Poisonous & Infectious Substances	6	2	8	75.0	4.6
Class 7 Radioactive Materials	0	0	0	0.0	0.0
Class 8 Corrosive Substances	2	4	6	33.3	3.5
Class 9 Miscellaneous Substances	6	7	13	46.2	7.5
Total	49	124	173	28.3	100.0
% of Total	28.3	71.7	100.0		

Truck Collisions by Year

Figure 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions: Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
1989	1,610	1,265	255	31	1,551	379	38
1990	1,590	1,268	261	22	1,551	379	23
1991	1,614	1,311	233	26	1,570	330	31
1992	1,432	1,130	234	25	1,389	357	28
1993	1,259	943	254	20	1,217	372	21
1994	1,335	981	287	25	1,293	469	32
1995	1,398	1,014	304	21	1,339	473	27
1996	1,520	1,141	297	28	1,466	443	36
1997	1,542	1,122	331	24	1,477	453	37
1998	1,366	1,047	246	26	1,319	341	32
1999	1,312	966	273	21	1,260	395	31
2000	1,459	1,062	303	36	1,401	475	39

Trucks Involved in Collisions by Truck Type

Figure 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
1989	583	125	6	725	146	25
1990	604	121	5	693	149	18
1991	661	112	10	692	128	18
1992	584	110	8	582	131	18
1993	458	99	5	519	161	18
1994	468	124	8	546	168	21
1995	492	116	5	565	204	16
1996	510	106	4	674	202	24
1997	491	132	6	682	212	19
1998	416	93	9	666	165	17
1999	385	85	5	624	194	19
2000	393	100	5	715	211	35

Motorcycle Collisions by Year

Figure 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1988	137	222	3	362	260	3
1989	98	172	5	275	193	5
1990	91	165	4	260	183	6
1991	101	156	5	262	179	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	60	131	4	195	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	61	116	3	180	137	3
1999	64	113	2	179	129	2
2000	68	132	2	202	150	2

Vehicle Registrations (Insured Years*)

Figure 6.9

Type of Vehicle	1996	1997	1998	1999	2000
Passenger Cars - excludes special use	349,863	341,645	336,291	331,139	331,194
Sport Utility Vehicles	24,928	27,546	30,874	33,609	35,878
Light Private Trucks - <5,001 kgs class PV	77,130	79,172	84,766	90,708	92,653
Vans (light & heavy, commercial & private)	56,070	58,954	63,219	66,451	69,647
Commercial & Farm Straight Trucks	180,131	179,144	171,990	163,287	159,610
Truck Tractors (semi power units)	8,309	9,190	9,875	10,152	10,732
School Buses - bus use only class PS	3,091	3,084	3,125	3,153	3,254
Transit Buses - class PC	342	335	322	324	339
Inter-City, tour & private buses	468	439	409	406	395
Motorcycles	5,519	5,661	5,058	4,609	4,788
Pedal Cycles	39	39	26	24	27
Motorhomes	9,676	9,104	7,923	7,212	6,707
Ambulance	206	214	225	227	235
Hearse	114	115	119	119	123
Police - all vehicles with police use	477	448	426	416	455
Taxis	720	716	719	690	672
Trailers (commercial, private & farm)	109,520	108,184	103,229	102,063	102,805
Snowmobiles	14,895	12,801	11,109	7,141	5,861
Other - no assigned vehicle type	16	14	13	12	12
TOTAL	841,514	836,804	829,719	821,744	825,389
Total Motor Vehicles	717,098	715,819	715,381	712,541	716,723

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

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Victims and Safety Restraints

The Traffic Accident Information System (TAIS) attempts to capture information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figures 7.6 and 7.7 show the relationships between the severity of injury to vehicle occupants and seat belt use. The severity of injury is much lower for victims using safety restraints. Ninety-four per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 22 per cent of the time, compared to six per cent of those using restraints.

In 2000, 58, or 46 per cent of the vehicle occupants killed in Saskatchewan were unbelted. On rural gravel roads 71 per cent of the occupants killed were unbelted and on First Nation roads the number was 50 per cent.

Estimates of Seat Belt Use - June 2000 Survey Results

Urban Communities	% of all occupants wearing seat belts in light-duty vehicles		Rural Communities	% of all occupants wearing seat belts in light-duty vehicles
Saskatoon	92.8		Assiniboia	85.8
Regina	87.0		Biggar	77.3
Battleford	87.6		Canora	84.5
Melville	87.5		Carlyle	71.6
Melfort	93.1		Esterhazy	77.6
Prince Albert	84.1		Gravelbourg	73.2
			Kindersley	80.7
			Meadow Lake	81.1
			Nipawin	83.4
			Pierceland	78.5
			First Nation Roads	45.0

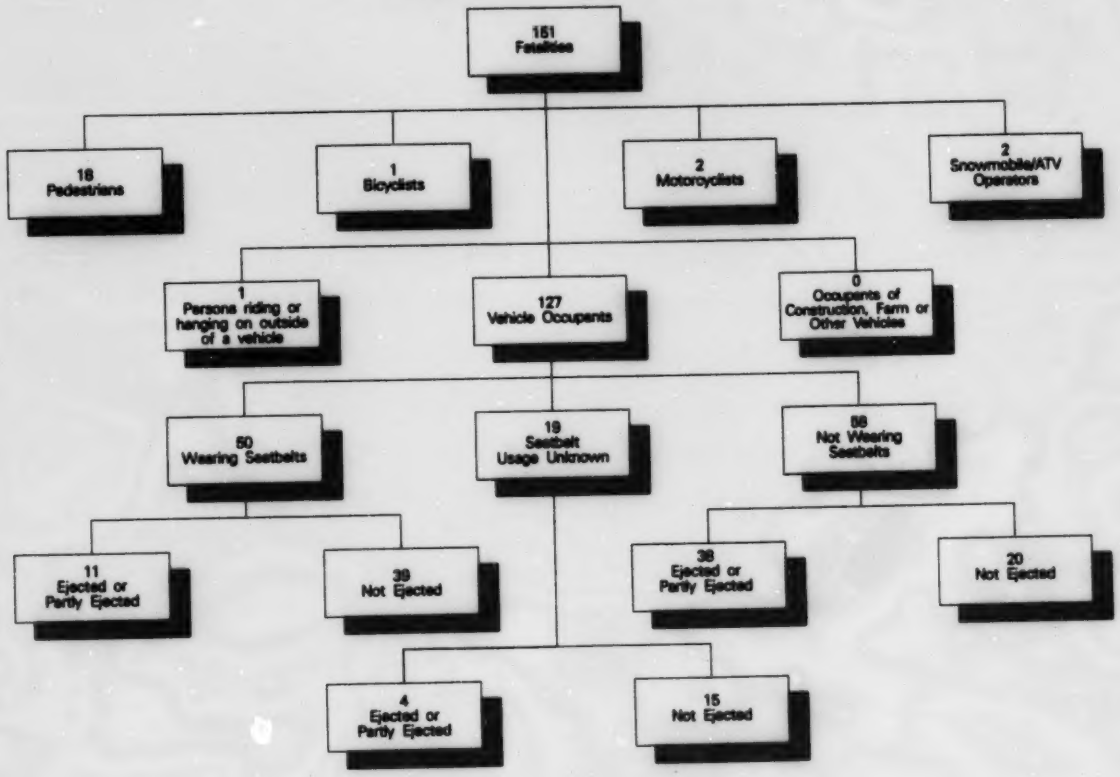
Child Restraints

Forty-four children (under the age of eight) were injured while not properly restrained in a seat belt or proper child restraint in 2000. This compares to 22 in 1998 and 29 in 1999. SGI surveys show 50 per cent of children age eight and under in Saskatchewan are not properly restrained.

For more information on the proper installation of child restraints, call SGI Traffic Safety Promotion at (306) 751-1237.

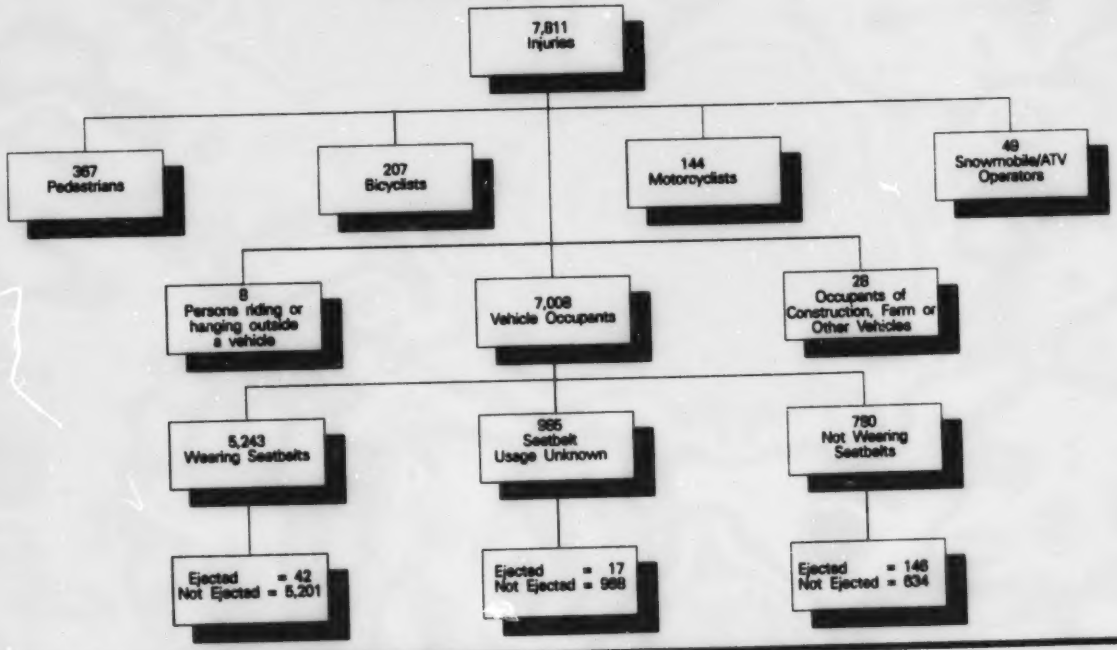
Figure 7.1

Fatalities Classification
(January 1 to December 31, 2000)



Injuries Classification
(January 1 to December 31, 2000)

Figure 7.2



Victims Injured by Road User Class and Age Group

Figure 7.3

Category	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	13	786	631	809	855	592	307	397	5	4,395	56.3
Motor Vehicle Passenger	63	339	676	291	294	216	151	106	164	144	2,444	31.3
Pedestrian	14	81	44	33	44	41	34	19	30	27	367	4.7
Bicyclist*	0	68	27	22	27	19	6	4	3	31	207	2.7
Motorcycle Driver	0	2	14	38	26	20	20	6	1	0	127	1.6
Motorcycle Passenger	0	1	3	3	2	4	2	1	0	1	17	0.2
Motorcyclist (not spec.)	0	0	0	0	0	1	0	0	0	0	1	0.0
Motor Veh. Occ. (not spec.)	5	24	25	14	9	9	3	1	4	77	169	2.2
Other Occupants	0	0	8	3	2	4	3	3	2	2	27	0.3
Snowmobiler*	0	3	5	7	9	8	2	0	0	0	34	0.4
Hanging / Riding On Vehicle	0	2	1	3	0	1	0	0	1	0	8	0.1
ATV Operator*	0	8	5	0	0	1	0	1	0	0	15	0.2
Total	82	541	1,592	1,045	1,222	1,179	813	468	802	287	7,811	100.0

Victims Killed by Road User Class and Age Group

Figure 7.4

Category	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	1	13	10	7	12	8	9	20	0	80	53.0
Motor Vehicle Passenger	2	5	6	7	5	4	3	2	9	0	43	28.5
Pedestrian	0	4	3	0	2	2	2	0	5	0	18	11.9
Bicyclist*	0	0	0	0	0	0	0	0	1	0	1	0.7
Motorcycle Driver	0	0	0	0	0	0	1	0	0	0	1	0.7
Motorcycle Passenger	0	0	1	0	0	0	0	0	0	0	1	0.7
Motorcyclist (not spec.)	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Veh. Occ. (not spec.)	0	0	0	1	1	0	1	1	0	0	4	2.6
Other Occupants	0	1	0	0	0	0	0	0	0	0	1	0.7
Snowmobiler*	0	0	0	0	0	1	0	0	0	0	1	0.7
Hanging / Riding On Vehicle	0	1	0	0	0	0	0	0	0	0	1	0.7
ATV Operator*	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	2	12	23	18	15	19	15	12	35	0	151	100.0

Victims Injured or Killed by Road User Class and Gender

Figure 7.5

Category	Victims Injured				Victims Killed			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	2,156	2,236	3	4,395	62	18	0	80
Motor Vehicle Passenger	972	1,469	3	2,444	20	23	0	43
Pedestrian	206	156	5	367	13	5	0	18
Bicyclist*	148	57	2	207	1	0	0	1
Motor Cycle Driver	120	6	1	127	1	0	0	1
Motor Cycle Passenger	3	14	0	17	1	0	0	1
Motorcyclist (not spec.)	0	1	0	1	0	0	0	0
Motor Vehicle Occupant (not spec.)	59	104	6	169	3	1	0	4
Other Occupants	9	17	1	27	1	0	0	1
Snowmobiler*	29	5	0	34	0	1	0	1
Hanging / Riding On Vehicle	5	3	0	8	1	0	0	1
ATV Operator*	10	5	0	15	0	0	0	0
Total	3,717	4,073	21	7,811	103	48	0	151

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in collision with a motor vehicle on the roadway.

Vehicle Occupants by Injury Class and Safety Restraints Used

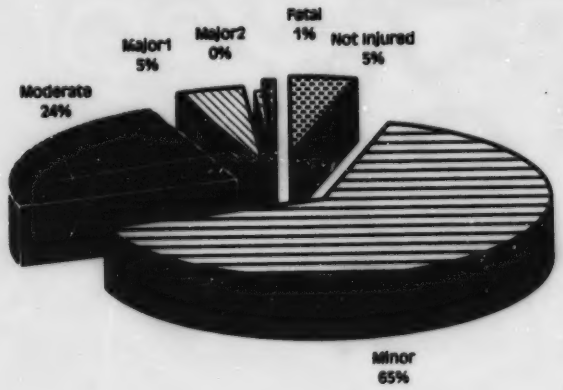
Figure 7.6

Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or improperly used	Not Stated	Total	%
Not Injured	235	20	4	7	3	1	44	4,215	4,529	38.8
Minor	3,329	268	3	18	4	5	389	694	4,710	40.4
Moderate	1,184	133	1	3	1	0	261	211	1,794	15.4
Major 1	247	21	0	1	0	0	106	65	440	3.8
Major 2	23	2	0	0	0	0	24	12	61	0.5
Fatal	45	4	0	1	0	0	58	19	127	1.1
Total	5,063	448	8	30	8	6	882	5,216	11,881	100.0

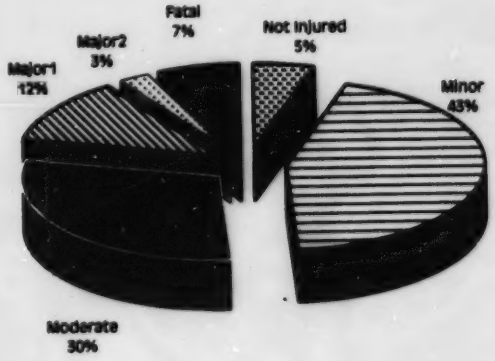
Severity of Injury by Safety Restraint Use

Figure 7.7

Safety Restraints Used



Safety Restraints Not Used



Note:
The totals used to calculate the percentage in figure 7.7 do not include occupants where seat belt use was coded as "not stated".

Severity of Injury by Safety Equipment Used

Vehicle Occupants by Injury Class & Age Group

Figure 7.8

Restraints Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	9	18	23	21	83	96	2	5	13	270
Minor	68	38	96	171	1,314	1,648	89	87	116	3,627
Moderate	23	6	17	47	443	641	52	26	67	1,322
Major 1	4	0	5	3	92	118	11	7	29	269
Major 2	2	0	1	2	8	10	1	0	1	25
Fatal	0	1	2	1	9	17	1	1	18	50
Total	106	63	144	245	1,949	2,530	156	126	244	5,563

Restraints Not Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	0	3	4	4	17	16	0	0	0	44
Minor	16	12	34	43	182	99	0	2	1	389
Moderate	7	5	7	33	127	76	2	1	3	261
Major 1	5	0	1	4	54	39	0	2	1	106
Major 2	0	0	1	0	13	10	0	0	0	24
Fatal	0	1	1	3	21	24	2	1	5	58
Total	28	21	48	87	414	264	4	6	10	882

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	154	1	2	17	1,530	2,190	105	103	113	4,215
Minor	81	7	8	32	208	333	13	10	2	694
Moderate	14	0	3	11	81	95	3	3	1	211
Major 1	6	0	0	3	26	27	1	0	2	65
Major 2	0	0	1	1	4	4	1	0	1	12
Fatal	0	0	1	0	8	9	1	0	0	19
Total	255	8	15	64	1,857	2,658	124	116	119	5,216

Injury Classification

Figure 7.9

1 Not Injured	no visible signs or any complaint of injury.
2 Minor	minor complaint of injury by victim but no apparent incapacitation.
3 Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision.
4 Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.
5 Major 2	an injury from which the victim enters into unconsciousness at or when taken from the collision scene.
6 Fatal	death within 30 days - as a result of injuries incurred in the traffic collision.

Vehicle Occupants

Vehicle Occupant	A driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome.

Fatal Collisions

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Fatal Collisions

This section has been added to provide a more detailed look at fatal collisions that occurred in 2000.

Figure 8.1 provides a breakdown of the fatalities by road-user-class, day-of-week, time-of-day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 137 fatal collisions that occurred during 2000.

Deaths of unbelted occupants

- 58 unbelted vehicle occupants were killed in 2000. This amounted to 46%
- 44% of those involved alcohol
- 58% were occupants of pickup trucks
- 27% were occupants of passenger cars

Deaths of belted occupants

- 50 belted vehicle occupants were killed in 2000. This amounted to 39%
- 8% of those involved alcohol
- 20% were occupants of pickup trucks
- 66% were occupants of passenger cars

Pedestrians

- 18 pedestrians were killed during 2000 as compared to an average of 15 for each of the three previous years

2000 FATAL SUMMARY

Figure 8.1

SUMMARY: *For the year ending December 31, 2000, there were 151 traffic fatalities in Saskatchewan. These 151 fatalities consisted of 127 vehicle occupants, 18 pedestrians, one bicyclist, two motorcyclists, and two snowmobile/ATV operators. Alcohol was involved in 47 of the 151 traffic fatalities.*

1. **Pedestrian Summary:**
   - *18 pedestrian fatalities*
   - *5 on Provincial Highways*
   - *8 on Urban Streets*
   - *1 on Rural Roads*
   - *3 on First Nations Roads*
   - *1 on Other Roads*
   - *5 fatalities involved alcohol. In all 5 cases, the pedestrian had been drinking. In 1 case, both the driver and pedestrian and been drinking.*
   - *12 of the cases listed the pedestrian action as a contributing factor.*

2. **Motorcyclist Summary:**
   - *In 2000, there were two motorcycle fatalities. One was a single vehicle collision and one involved a pickup truck. Alcohol was not a factor in either collision.*

3. **Snowmobile/ATV Operator Summary:**
   - *One snowmobile operator and one ATV passenger died in 2000. Alcohol was not a factor in either collision.*

4. **Vehicle Occupant Summary:**
   - *In 2000, there were 127 vehicle occupant fatalities. Fifty occupants were wearing seat belts and 58 were not. Seat belt usage for the remaining nineteen was not known.*

Seat Belt Used: - 50 deaths
- 4 of the deaths involved alcohol.
- 11 occupants were ejected or partly ejected.
- Type of vehicle the occupant was in:
  - 33 Passenger Cars
  - 10 Pick-up Trucks
  - 7 Panel Van or Mini Vans

Seat Belt Not Worn: - 58 deaths
- 26 of the deaths involved alcohol.
- 38 occupants were ejected or partly ejected.
- Type of vehicle the occupant was in:
  - 16 Passenger Cars
  - 34 Pick-up Trucks
  - 5 Panel Van or Mini Vans
  - 2 Trucks Over 4500 Kg
  - 1 Semi

Seat Belt Use Not Known or Not Stated: - 19 deaths

- 6 of the deaths involved alcohol.
- 4 occupants were ejected or partly ejected.
- Type of vehicle the occupant was in:
  - 1 Passenger Cars
  - 2 Pick-up Trucks
  - 3 Panel Van or Mini Vans
  - 1 Truck Over 4500 Kg
  - 4 Semis
  - 2 Intercity Buses

5. 2000 Traffic Deaths by Day of Week:

- Sunday 20
- Monday 11
- Tuesday 21
- Wednesday 15
- Thursday 22
- Friday 31
- Saturday 31

6. 2000 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 1 a.m.	5	Noon to 1 p.m.	8
1 a.m. to 2 a.m.	4	1 p.m. to 2 p.m.	4
2 a.m. to 3 a.m.	3	2 p.m. to 3 p.m.	2
3 a.m. to 4 a.m.	5	3 p.m. to 4 p.m.	11
4 a.m. to 5 a.m.	7	4 p.m. to 5 p.m.	12
5 a.m. to 6 a.m.	3	5 p.m. to 6 p.m.	12
6 a.m. to 7 a.m.	1	6 p.m. to 7 p.m.	6
7 a.m. to 8 a.m.	3	7 p.m. to 8 p.m.	7
8 a.m. to 9 a.m.	7	8 p.m. to 9 p.m.	15
9 a.m. to 10 a.m.	7	9 p.m. to 10 p.m.	8
10 a.m. to 11 a.m.	9	10 p.m. to 11 p.m.	5
11 a.m. to Noon	3	11 p.m. to Noon	4

7. 2000 Traffic Deaths by Type of Roadway:

- Provincial Highways 88
- Rural Roads 32
- Urban Streets 21
- Other Roads 10

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seat Belt	Description
1	Street	1	4	Yes	.09 (v1)	Yes	The impaired driver of a car travelling at a high rate of speed struck a car making a left turn. The vehicle then struck another car travelling in the merge lane.
2	Rural/Urban Hwy	1	0	Yes	.24	No	The impaired driver of a car lost control, rolled and was ejected from vehicle.
3	Rural/Urban Hwy	1	0	–	–	No	The driver of a pickup was driving too fast for conditions, lost control and rolled. He was ejected and killed.
4	Street	1	0	–	–	Helmet	The driver of a snowmobile struck the guard rail of a bridge. She was ejected and fell to the ice surface below.
5	Grid Road	1	0	–	–	Not Stated	The driver of a car struck a train at an uncontrolled railway crossing.
6	Rural/Urban Hwy	1	0	–	–	Ped	The driver of a van struck a pedestrian walking on the road.
7	Grid Road	1	0	–	–	Yes	The driver of a pickup hit a train at an uncontrolled railway crossing.
8	Grid Road	1	0	–	–	No	The driver of a pickup drove in front of oncoming train.
9	Forest Road	1	0	–	–	Ped	Both drivers were outside of their vehicles attaching a chain between a truck and grader. The grader rolled back crushing one of the drivers.

January summary: Nine people were killed in 11 different collisions. Two involved alcohol.

10	Rural/Urban Hwy	1	0	–	–	Ped	The driver of a semi-trailer unit drove over his passenger who was outside of unit checking for a mechanical problem.
11	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a car crossed over the centre line into the path of a semi-trailer unit.
12	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a car fell asleep and crossed over the centre line into the path of a semi-trailer unit.
13	Rural/Urban Hwy	1	2	–	–	No	The driver of a minivan was killed after losing control on an icy road and striking an oncoming pickup. The driver of a third vehicle then struck the pickup while it was sitting in the middle of the road.
14	Rural/Urban Hwy	3	2	Yes	.21	No	The impaired driver of a pickup entered the ditch, hit an approach and rolled several times. Five occupants were ejected resulting in three deaths and two severe injuries.
15	Rural/Urban Hwy	1	1	–	–	No	The driver of a jeep with no brakes was "free wheeling" down a hill. He lost control and rolled after swerving to miss a snowmobile that crossed the road. All three occupants ejected, no seat belts were used.
16	Rural/Urban Hwy	1	2	–	–	Yes	The driver of a car proceeded from a stop sign at the highway without looking and was struck by a pickup.
17	First Nation	1	0	–	–	Ped	A 12-year-old male pedestrian was killed while "bumper skiing" behind a minivan.

February Summary: Ten people were killed in eight different collisions. One involved alcohol.

18	Street	1	0	–	–	Ped	The driver of a pickup made a left turn and struck a 75-year-old pedestrian in the crosswalk.

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seat Belt	Description
19	Rural/Urban Hwy	1	5	–	–	Yes	The 87-year-old driver of a car pulled onto the highway before safe to do so, and was struck and killed by another car.
20	Rural/Urban Hwy	2	3	–	–	1 Yes 1 Not Stated	The 80-year-old driver of a car failed to stop at a stop sign at a highway crossing. The 80-year-old driver (seat belt used) was killed along with a passenger in the other vehicle (seat belt use not stated).
21	Rural/Urban Hwy	1	2	–	–	Yes	The driver a semi-trailer unit failed to see a car due to sun glare and crossed the highway without yielding. A nine-year-old passenger in the car was killed.
22	Rural/Urban Hwy	1	1	–	–	Yes	The 76-year-old driver of a pickup appears to have fallen asleep, left the roadway and hit an approach.
23	Street	1	0	–	–	Ped	The driver of a car failed to yield to a nine-year-old pedestrian in a crosswalk.
24	Rural/Urban Hwy	1	1	Yes	.22 (ped)	Ped	An intoxicated pedestrian wearing dark clothing was walking along the highway at night when struck by a car.
25	Street	1	0	–	–	Ped	The driver of a car making a left turn, struck and killed an 83-year-old pedestrian.
26	Grid Road	1	0	–	–	No	An inexperienced driver of a car lost control on loose gravel, hit an approach and rolled. Seat belts were not used and the driver was ejected.

March Summary: Ten people were killed in nine different collisions. One involved alcohol.

27	Rural/Urban Hwy	3	1	–	–	2 Yes 1 No	The driver of a pickup lost control due to icy road conditions and slid into the path of an oncoming vehicle.
28	Rural/Urban Hwy	3	5	Yes	.22	Not Stated	This was a multiple vehicle collision that took place in near white out conditions. The initial collision resulted when the lead vehicle slowed because of the visibility. A rear-end collision pushed the lead vehicle into opposing traffic and two following vehicles were unable to stop. One of the semi drivers was found to be impaired.
29	Street	1	0	Yes	.18	No	The impaired driver of a pickup lost control and hit a fence.
30	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a pickup entered the ditch and lost control while attempting to bring the vehicle back onto the road.
31	Rural/Urban Hwy	1	0	Yes	.18	No	The impaired driver of a pickup entered the opposite ditch, struck an approach, rolled the vehicle and was ejected.
32	Rural/Urban Hwy	1	1	Yes	.14	Yes	The impaired driver of a car struck an approach and rolled the vehicle.
33	Rural/Urban Hwy	1	1	–	–	Yes	The driver of a car swerved to avoid a vehicle turning, lost control and was struck by another car travelling in the opposite direction.
34	Rural/Urban Hwy	1	0	–	–	Not Stated	The driver of a semi-trailer unit left the driving surface and rolled after attempts to bring the unit back onto the road.

April Summary: Twelve people were killed in eight different collisions. Four involved alcohol.

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seat Belt	Description
35	Grid Road	1	0	Yes	.19	No	The impaired driver of a pickup lost control of his vehicle on a gravel road, entered the ditch and rolled.
36	Rural/Urban Hwy	1	0	–	–	No	The driver of a van lost control on a slushy road surface and slid into the path of semi-trailer unit.
37	First Nation	1	0	Yes	.21 (ped)	Ped	The impaired driver of a van struck an impaired pedestrian who was lying on the road. A BAC for the driver was not available.
38	Grid Road	1	0	–	–	Yes	The driver of a van lost control on gravel, over-corrected and rolled.
39	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a car fell asleep, entered the ditch and rolled. The victim was wearing her seat belt improperly and was partially ejected.
40	Rural/Urban Hwy	1	0	Yes	.25	No	The impaired driver of a pickup was speeding and lost control on a "wash-board" section of the road when he hit the brakes. He was ejected and vehicle rolled on top of him.
41	Rural/Urban Hwy	2	0	–	–	1 Yes 1 No	The 85-year-old driver of a car went through a stop sign and was struck by a semi-tractor unit.
42	Street	1	0	–	–	No	The driver of a car left the stop sign and proceeded across the intersection into the path of semi-trailer unit.
43	Rural/Urban Hwy	1	0	–	–	Helmet	A cyclist veered into the driving lane and was struck by a semi-trailer unit. Extremely windy conditions may have contributed.
44	Rural/Urban Hwy	1	1	–	–	No	The 13-year-old driver of an ATV entered a roadway before safe to do so and was struck in the rear by car. No helmets used by the ATV driver or seven-year-old passenger.
45	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a car fell asleep, left the roadway and rolled. The door opened and released the driver from the seat belt. The driver was then ejected.
46	Street	1	0	Yes	N/A	Ped	An impaired pedestrian walked across the street at an angle into the path of a car.
47	Grid Road	1	0	–	–	Not Stated	The driver of a semi-trailer unit did not stop at an uncontrolled railway crossing. The semi exploded on impact. The train did not derail.

May Summary: Fourteen people were killed in 13 different collisions. Four involved alcohol.

48	Grid Road	1	2	Yes	> .08	No	The impaired driver of a pickup, travelling at a high rate of speed, lost control when cresting a hill. The vehicle rolled, ejecting and killing a passenger.
49	Rural/Urban Hwy	2	2	–	–	No	The driver of a car failed to stop before crossing the highway. Both the driver and passenger in the car were killed after being broadsided by a pickup.
50	Rural/Urban Hwy	1	0	–	–	No	The driver of a fuel tanker rolled when he drove off the shoulder of the road and tried to bring the vehicle back onto the highway. The contents of the trailers spilled and ignited killing the driver and burning the truck.

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seat Belt	Description
51	Grid Road	2	1	Yes	N/A	No	This was a single vehicle rollover on a gravel road. All three occupants were impaired and ejected from the vehicle. It has not been determined which victim was driving at the time of the accident.
52	Rural/Urban Hwy	1	1	–	–	Yes	The driver of a car fell asleep and crossed the centre line into the path of an oncoming gravel truck. It is suspected the driver was under the influence of narcotics or other prescription drugs.
53	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a pickup struck a deer that went through the windshield and killed the driver.
54	First Nation	1	0	Yes	.12	Not Stated	A pickup proceeded over a low level concrete crossing at the Assiniboine River and was swept downstream. Three of the four occupants escaped safely and one person drowned.
55	Rural/Urban Hwy	1	3	–	–	Yes	The driver of a van unsuccessfully attempted to come back on the road after crossing into the opposite ditch. The vehicle rolled causing a rear seat passenger to be ejected resulting in death.
56	Rural/Urban Hwy	1	1	–	–	Yes	The driver of a pickup hit a semi-trailer unit that had slowed for some flagged road hazards. Speed, reduced visibility in dusty conditions and driver inexperience were the major factors.
57	First Nation	1	0	–	–	No	The driver of the car was a 12-year-old who had taken the vehicle without permission. He was travelling down a gravel road when he lost control and rolled. He was ejected from the vehicle.

June Summary: Twelve people were killed in 10 different collisions. Three involved alcohol.

58	Rural/Urban Hwy	1	0	Yes	Ped (.22)	Ped	The driver of a van struck an impaired pedestrian lying on the road.
59	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a car entered the opposite ditch, hit an approach and rolled end over end coming to rest on the driver's side. The lone occupant was partially ejected.
60	Grid Road	1	0	–	–	No	The driver of a pickup entered the ditch, over-corrected and rolled the vehicle. The driver was ejected.
61	Street	1	1	Yes	.23	No	The impaired driver of a pickup was travelling at a high rate of speed when he lost control of the vehicle, entered the ditch, struck a tree and rolled. Both the driver and passenger were ejected.
62	Grid Road	1	0	Yes	N/A	No	The driver of a car fell asleep and hit the bridge railing. Alcohol was involved but a BAC was not available on the driver.
63	Rural/Urban Hwy	1	5	Yes	.12 and .24	Not Stated	Two cars were travelling in the same direction down the highway. The lead vehicle attempted a left turn as the following vehicle was passing. Both drivers were impaired and the lead vehicle did not signal his turn.

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
64	Street	1	0	Yes	.16	No	The impaired driver of a car was travelling at a high rate of speed and failed to negotiate a curve in the street. The vehicle rolled several times, ejecting the victim.
65	Rural/Urban Hwy	1	2	Yes	.19	Not Stated	The impaired driver of a one-ton failed to yield upon entering a provincial highway and was struck by a semi-trailer unit. Both occupants of the one-ton were ejected.
66	Street	1	0	–	–	Ped	A 98-year-old pedestrian, operating a motorized wheelchair, entered the roadway without yielding to oncoming traffic and was struck by a car.
67	Grid Road	1	0	–	.01	Yes	The driver of a semi-trailer unit proceeded through a yield sign and was hit by a pickup. The driver of the pickup had a trace of alcohol in his system.
68	Grid Road	1	2	Yes	.22	Yes	The impaired driver of a pickup lost control of his vehicle, entered the ditch and rolled.
69	Rural/Urban Hwy	1	2	–	–	helmet	The driver of a pickup made a left turn in-front of an on coming motorcyclist.
70	First Nation	1	1	–	–	Yes	The driver of a car, travelling at excessive speed on a gravel road, lost control of the vehicle on "washboard" condition, entered the ditch and rolled several times.
71	Grid Road	1	0	–	–	No	A 75-year-old driver of a car lost control of the vehicle on some loose gravel and rolled.
72	Rural/Urban Hwy	1	5	–	–	Not Stated	The driver of a motorhome struck the rear of a minivan that was parked on the shoulder of the highway. A 10-year-old passenger in the rear of the minivan was killed.
73	Grid Road	1	0	–	–	No	The driver of a car travelling at a slow speed failed to see a train at an uncontrolled rural crossing.
74	First Nation	1	0	–	–	Ped	The driver of a pickup struck a five-year-old pedestrian who came running onto the roadway.
75	Street	1	0	–	–	Yes	The driver of a car failed to yield to a van at a signalized intersection.
76	Rural/Urban Hwy	1	1	Yes	.23	Not Stated	The impaired driver of a van, exceeding the speed limit, lost control of his vehicle, skidded sideways and struck a van travelling in the opposite direction.

July Summary: Nineteen people were killed in 19 different collisions. Eight involved alcohol.

77	Street	1	0	Yes	Ped (.46)	Ped	The driver of a car struck an intoxicated pedestrian. The pedestrian ran across an uncontrolled intersection.
78	Grid Road	1	0	–	–	Not Stated	The driver of a semi-trailer unit cut a corner too sharply and jackknifed. The cab flipped on its roof and caught fire.
79	Rural/Urban Hwy	1	3	–	–	Yes	The 80-year-old driver of a car proceeded through a stop sign and was struck on the passenger side by a pickup. A passenger in the car sustained fatal injuries.

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
80	First Nation	1	0	–	–	Ped	The driver of a car pulled over to the side of the road to avoid oncoming traffic and struck a pedestrian that was working on a stalled vehicle.
81	Rural/Urban Hwy	1	0	Yes	.29	No	The impaired driver of a pickup entered the ditch and traveled 100 yards before entering the opposite ditch for 50 yards. The vehicle then hit an approach and rolled.
82	Rural/Urban Hwy	1	2	–	–	Yes	A 78-year-old driver of a car made a left turn in front of opposing traffic.
83	Rural/Urban Hwy	1	0	–	–	No	The driver of a pickup failed to negotiate a turn, entered the ditch and rolled. The driver was ejected from the vehicle.
84	Rural/Urban Hwy	1	1	–	–	No	The driver of a van, travelling too fast for road conditions, lost control of his vehicle, entered the ditch and rolled. Both occupants were ejected from the vehicle.
85	Rural/Urban Hwy	1	1	Yes	.24	No	The driver of a pickup crossed the centre line into the path of a semi-trailer unit.
86	Rural/Urban Hwy	1	1	–	–	Yes	The driver of a car fell asleep, crossed into the left lane and collided head on with a semi-trailer unit.
87	Rural/Urban Hwy	1	2	–	–	Yes	The driver of a car failed to stop at a stop sign at a highway intersection and was broadsided by another car.
88	Grid Road	1	4	Yes	.23	No	This was a single vehicle rollover on a rural road. The driver was impaired, was not using seat belts and was ejected.
89	Rural/Urban Hwy	1	0	–	–	Not Stated	The driver of a pickup crossed the centre line and into the path of semi-trailer unit.

August Summary: Thirteen people were killed in 13 different collisions. Four involved alcohol.

90	Rural/Urban Hwy	1	1	–	–	Yes	The driver lost control of the vehicle and rolled. A four-month-old child in a child seat was ejected and killed.
91	Rural/Urban Hwy	1	1	Yes	.27	Not Stated	The impaired driver of a one-ton fell asleep and crossed the centre line into the path of a semi-trailer unit.
92	Rural/Urban Hwy	1	1	–	–	Yes	The driver of a van fell asleep causing the vehicle to enter the ditch, slide sideways and roll several times. A passenger was ejected and killed.
93	Street	1	0	–	–	Helmet	The driver of a motorcycle lost control on a slight curve and collided with a guard rail. A passenger on the motorcycle was killed.
94	Street	1	0	–	–	Ped	A 12-year-old pedestrian ran across the intersection against the light and was struck by a car travelling through a green light.
95	Rural/Urban Hwy	1	1	–	–	No	The driver of a pickup on a grid road failed to yield to a car on the highway.
96	Grid Road	1	1	–	–	No	A 15-year-old driver of a pickup lost control of his vehicle, overturned and rolled in the ditch. Driver inexperience, and road conditions were contributing factors.

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
97	Rural/Urban Hwy	1	1	–	–	Yes	The driver of a car pulled out in front of a semi-trailer unit after stopping at a stop sign at an intersection between the highway and grid road. A passenger in the car was killed.
98	Street	1	0	Yes	.10	Yes	The impaired driver of a semi-trailer unit drove through a red light and struck a car broadside killing the driver.
99	Grid Road	1	0	–	–	No	The driver of a pickup travelling at a high rate of speed lost control of his vehicle, entered the ditch and rolled. The driver was ejected and killed.
100	Grid Road	1	0	Yes	.09	No	This was a single vehicle rollover on a rural road. The driver was impaired, not using seat belts and was ejected.
101	Rural/Urban Hwy	1	3	Yes	–	Not Stated	The impaired driver of a pickup pulled out to pass a car and struck another car head on. A passenger in the second car was killed.
102	Rural/Urban Hwy	1	1	–	–	Yes	An 84-year-old driver of a car failed to stop at a highway intersection and was struck by a pickup. A passenger in the car was killed.
103	Rural/Urban Hwy	1	0	Yes	.15	No	The impaired driver of a car lost control of vehicle and hit the cable guard rail. The driver was unbelted and ejected.
104	Grid Road	1	6	Yes	.16	No	The impaired driver of a pickup skidded through a 'T' intersection on a rural road and over an embankment causing the vehicle to roll end over end.
105	Rural/Urban Hwy	1	2	–	–	Yes	The driver of a pickup was distracted with some objects that fell off the seat, crossed the centre line and struck a car head on.
106	Rural/Urban Hwy	1	1	–	–	No	The driver of a van fell asleep and entered the ditch and rolled. An unbelted passenger was ejected and killed.

September Summary: Seventeen people were killed in 17 different collisions. Six involved alcohol.

107	Street	1	1	–	–	Not Stated	The driver of a car drove into the left lane to pass and went too far causing the vehicle to skid into ditch and roll. The passenger was ejected and died. Driver inexperience was the major factor.
108	Street	1	3	Yes	N/A	Yes	The driver of a car failed to yield right of way and was struck by a pickup travelling at a high rate of speed. A passenger in the car died from the resulting injuries.
109	Grid Road	3	2	Yes	N/A	No	The operator of a pickup lost control on loose gravel and rolled. All five occupants were impaired and all were ejected.
110	Rural/Urban Hwy	1	1	–	–	Yes	The driver of a car proceeded from yield sign before safe to do so into the path of a semi-trailer unit.
111	Rural/Urban Hwy	1	2	–	–	No	The driver of a car struck a moose on the highway. A two-year-old passenger in the front seat was killed.

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
112	Grid Road	1	0	Yes	.39	No	The impaired driver of a pickup entered the ditch and rolled.
113	Forest road	1	3	–	–	No	The two vehicles met head on at the crest of a hill. No seat belts were worn and the victim was ejected.
114	Rural/Urban Hwy	1	1	–	–	No	The driver of a van drove through a stop sign at a highway intersection. He lost control and rolled the vehicle ejecting an unbelted seven-year-old child.
115	Rural/Urban Hwy	1	1	–	–	Yes	The driver of a car sideswiped a semi-trailer unit causing the car to enter a deep median and roll. Driver distraction and sun glare were contributing factors.
116	Street	1	2	Yes	N/A	No	An impaired driver driving at a high rate of speed lost control of the vehicle and hit a light standard. A passenger was ejected and killed.
117	First Nation	1	0	–	–	No	The subject was riding in the back of a flat bed truck. A strong gust of wind blew him off the vehicle onto the roadway.
118	Rural/Urban Hwy	1	0	–	–	No	The driver of truck lost control of the vehicle due to a tire blow out, entered the ditch and rolled. The unbelted driver was ejected.
119	Rural/Urban Hwy	1	0	–	–	Ped	A pedestrian lying in the middle of the road beside a parked semi was struck by a car and then another semi-trailer unit.
120	Grid Road	1	0	Yes	.24	No	The impaired driver of a pickup lost control and rolled, ejecting the driver.
121	Street	1	0	–	–	Yes	The driver of a car went off the road at an overpass, down an embankment and rolled after hitting the railway tracks at the bottom.
122	Grid Road	1	0	–	–	Ped	A pedestrian was killed while trying to get onto a hay wagon that was being pulled by a pickup. He had lost his footing and slipped under the wheel.

October Summary: : Eighteen people were killed in 16 different collisions. Five involved alcohol.

123	Street	1	1	–	–	Ped	The driver of a car struck an 86-year-old pedestrian at an intersection with the right of way. The vehicle then collided with another car.
124	Grid Road	1	0	–	–	Yes	A grain truck and car met at an uncontrolled rural intersection.
125	Rural/Urban Hwy	2	0	–	–	No	The driver of a pickup lost control and rolled. Both occupants were ejected and killed.
126	Rural/Urban Hwy	2	1	Yes	.09	Yes	The impaired driver of a pickup collided head on with a passenger car.
127	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a car entered the opposite lane and struck a semi-trailer unit head on.
128	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a car lost control on ice and slid into the path of a truck

November Summary: Eight people were killed in six different collisions. One involved alcohol.

129	Grid Road	1	0	–	–	No	The driver of a pickup lost control on ice, entered the ditch and rolled. The victim was partially ejected.

2000 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol	BAC	Seatbelt	Description
130	Rural/Urban Hwy	1	1	–	–	Yes	The 75-year-old driver of a car collided head on with a semi-unit while trying to pass another vehicle.
131	Grid Road	1	2	–	–	Not Stated	The driver of a car ran into a farm tractor stalled on the side of the road. The tractor had no lights and the driver of the car was distracted by another vehicle approaching.
132	Grid Road	1	0	–	–	No	The driver of a car ran into an unlit pickup parked on the side of the road.
133	Rural/Urban Hwy	1	0	–	–	Yes	The driver of a van drove into the back of a semi trailer that was slowing down to make a left turn. Visibility and road conditions were poor due to heavy snow.
134	Rural/Urban Hwy	1	2	–	–	Yes	The driver of a van side-swiped a pickup travelling in the opposite direction. Visibility was reduced due to blowing snow.
135	Rural/Urban Hwy	1	4	–	–	No	The driver of a SUV pulled out to pass when unsafe, lost control and collided head on with a semi-unit.
136	Rural/Urban Hwy	1	0	–	–	Yes	The 78-year-old driver of a car ran into a parked tow truck at the side of the road. The tow truck had emergency lights flashing.
137	Rural/Urban Hwy	1	3	–	–	Not Stated	A van was slowing or stopping on the roadway and was run over by a following semi trailer unit.

December Summary: Nine people were killed in nine different collisions. None involved alcohol.

Pedestrians

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Pedestrians

2000 Quick Facts on Pedestrian Collisions

- Eighteen pedestrians were killed and 63 seriously injured in 2000. This compares to 17 fatalities and 64 serious injuries in 1998, and 14 fatalities and 51 serious injuries in 1999.
- Alcohol was a factor in five of the fatal collisions. In all five collisions, the pedestrian was under the influence of alcohol (one case involved a situation where both parties had been drinking).
- 25.7% of the pedestrians injured or killed were under the age of 15.
- 90.1% of pedestrians were injured or killed in an urban area (refer to Figure 11.4 on page 102 for individual city breakdowns).
- Over 38% of the pedestrians were hit while trying to cross at an intersection, and 12.7% were hit after running into the roadway.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 4 and 5 p.m.
- Tuesday was the worst day for pedestrian collisions and October was the worst month.

Pedestrians Injured or Killed by Age Group

Figure 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	14	81	44	33	44	41	34	19	30	27	367	95.3
Killed	0	4	3	0	2	2	2	0	5	0	18	4.7
Total	**14**	**85**	**47**	**33**	**46**	**43**	**36**	**19**	**35**	**27**	**385**	
%	3.6	22.1	12.2	8.6	11.9	11.2	9.4	4.9	9.1	7.0		**100.0**

Pedestrians Injured or Killed by Action and Age Group

Figure 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	2	16	18	5	10	12	14	4	16	8	105	27.3
At Int Xing without ROW	0	4	3	2	3	3	1	0	1	1	18	4.7
At Int, Xing, No Traffic Control	1	5	3	1	1	3	2	2	2	4	24	6.2
Xing Road between Int	1	9	4	1	5	2	7	3	4	3	39	10.1
Walking, Facing Traffic	0	0	1	0	0	2	0	0	0	4	7	1.8
Walking with Traffic	0	3	1	3	2	4	1	1	1	0	16	4.2
On Sidewalk or Median	0	2	0	4	0	2	2	1	2	1	14	3.6
Walking on Roadway	1	0	3	4	4	4	1	4	0	1	22	5.7
From Behind Vehicle	2	10	0	2	3	1	2	0	2	0	22	5.7
Running into Road	3	23	6	4	8	1	1	1	0	2	49	12.7
Getting on/off Other Vehicle	0	1	3	1	0	1	1	0	1	0	8	2.1
Working on Vehicle	0	1	0	1	2	4	2	0	0	0	10	2.6
Playing on Roadway	2	6	1	0	0	0	0	0	0	1	10	2.6
Working on Roadway	0	0	0	0	0	0	0	0	1	0	1	0.3
Lying on Roadway	0	0	2	0	0	1	0	1	0	0	4	1.0
Hitchhiking	0	0	1	0	2	0	0	0	0	0	3	0.8
Skateboarding	0	0	0	1	0	0	0	0	0	0	1	0.3
Wheelchair on Road	0	0	0	0	0	0	0	0	1	0	1	0.3
Not Stated	2	5	1	4	6	3	2	2	4	2	31	8.1
Total	**14**	**85**	**47**	**33**	**46**	**43**	**36**	**19**	**35**	**27**	**385**	**100.0**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Figure 9.3

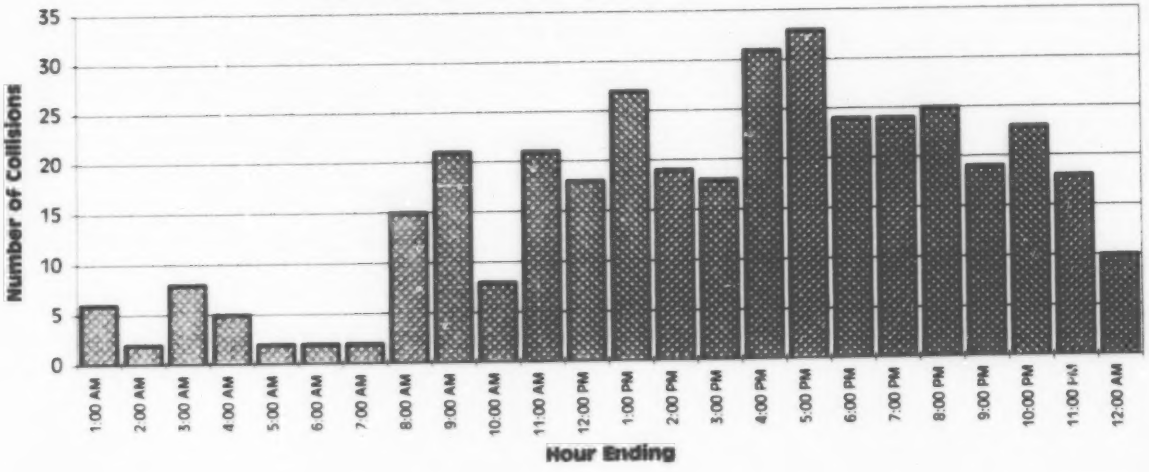
Road Authority	Injured	%	Killed	%	Total	%
Urban						
Street	332	86.2	8	2.1	340	88.3
Lane / Back Alley	7	1.8	0	0.0	7	1.8
Subtotal	**339**	**88.1**	**8**	**2.1**	**347**	**90.1**
Provincial Highways						
Rural / Urban Highways	11	2.9	5	1.3	16	4.2
Provincial Road 900 Series	1	0.3	0	0.0	1	0.3
Community Access / Other Highways	0	0.0	0	0.0	0	0.0
Subtotal	**12**	**3.1**	**5**	**1.3**	**17**	**4.4**
Rural Roads						
Designated Grid Road	2	0.5	1	0.3	3	0.8
Municipal Rural Road	2	0.5	0	0.0	2	0.5
Subtotal	**4**	**1.0**	**1**	**0.3**	**5**	**1.3**
Other						
Indian Reserve	12	3.1	3	0.8	15	3.9
Fed / Prov. Land	0	0.0	1	0.3	1	0.3
Unknown	0	0.0	0	0.0	0	0.0
Subtotal	**12**	**3.1**	**4**	**1.0**	**16**	**4.2**
Total	**367**	**95.3**	**18**	**4.7**	**385**	**100.0**

Pedestrian Collisions by Time of Day

Figure 9.4

Hour of Collision	Collisions
12 to 1 a.m.	6
1 to 2 a.m.	2
2 to 3 a.m.	8
3 to 4 a.m.	5
4 to 5 a.m.	2
5 to 6 a.m.	2
6 to 7 a.m.	2
7 to 8 a.m.	15
8 to 9 a.m.	21
9 to 10 a.m.	8
10 to 11 a.m.	21
11 to 12 noon	18
12 to 1 p.m.	27
1 to 2 p.m.	19
2 to 3 p.m.	18
3 to 4 p.m.	31
4 to 5 p.m.	33
5 to 6 p.m.	24
6 to 7 p.m.	24
7 to 8 p.m.	25
8 to 9 p.m.	19
9 to 10 p.m.	23
10 to 11 p.m.	18
11 to 12 midnight	10
Not Stated	4
Total	**385**

Pedestrian Collisions by Hour of Collision

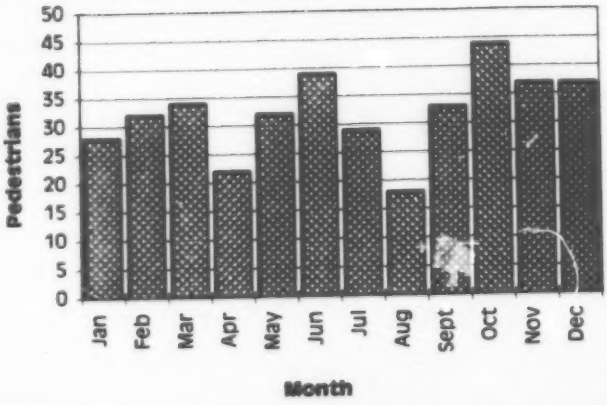


Pedestrian Collisions by Month of the Year

Figure 9.5

Month	Collisions
January	28
February	32
March	34
April	22
May	32
June	39
July	29
August	18
September	33
October	44
November	37
December	37
Total	**385**

Pedestrian Collisions By Month



Alcohol

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Alcohol

While the number of drinking and driving collisions in Saskatchewan has declined in the past 10 years, alcohol continues to be the number one contributing factor in fatal collisions. This is why Saskatchewan introduced initiatives in 1996 specifically targeted at reducing the incidence of drinking and driving, placing emphasis on education, enforcement and rehabilitation.

In 1999 changes were made to Canada's drinking and driving laws, focussing on longer driver's licence suspensions and larger fines for offenders. Criminal Code convictions for a .08 blood alcohol content (BAC), impaired driving or refusing a breath test result in harsher penalties.

Now, first, second and third time offenders face court-ordered licence suspensions of one to three years, two to five years, and three or more years, respectively. As a condition of reinstatement of driving privileges, drivers must serve their entire court-ordered suspension period. Because of the changes to the federal legislation, SGI can no longer provide restricted driving privileges.

In addition to serving the entire suspension period, drivers must attend an addiction screening and complete any prescribed treatment before their licence will be reinstated. Minimum fines have also been increased for such violations from $300 to $600, with no maximum fine.

Other Measures Recently Introduced in Saskatchewan

Legislation to allow the introduction of ignition interlocks was passed in 2000. To strengthen SGI's goal of discouraging drinking and driving, Saskatchewan will introduce the use of ignition interlocks as a condition for licence reinstatement for first time offenders. The use of ignition interlocks is strongly supported by the new federal legislation.

Zero BAC for new drivers was introduced in February of 2001. This is meant to send a clear message regarding the elevated risk posed by new drivers at even low blood alcohol content (BAC) levels. This is also intended to reinforce the fact that many new drivers (about 83 per cent) are below the legal drinking age. SGI will continue to monitor the alcohol use by new drivers and will evaluate the effectiveness of the program.

Legislation was also passed in 2000 for roadside administrative suspensions. This will entail a 90-day administrative suspension for drivers who are caught with BACs of over .08 or who refuse a breath test. SGI plans on implementing this program later in 2001.

For more information about the safe driving initiatives, contact SGI at 1-800-667-9868.

Number of Collisions and Victims Involving Alcohol by Year

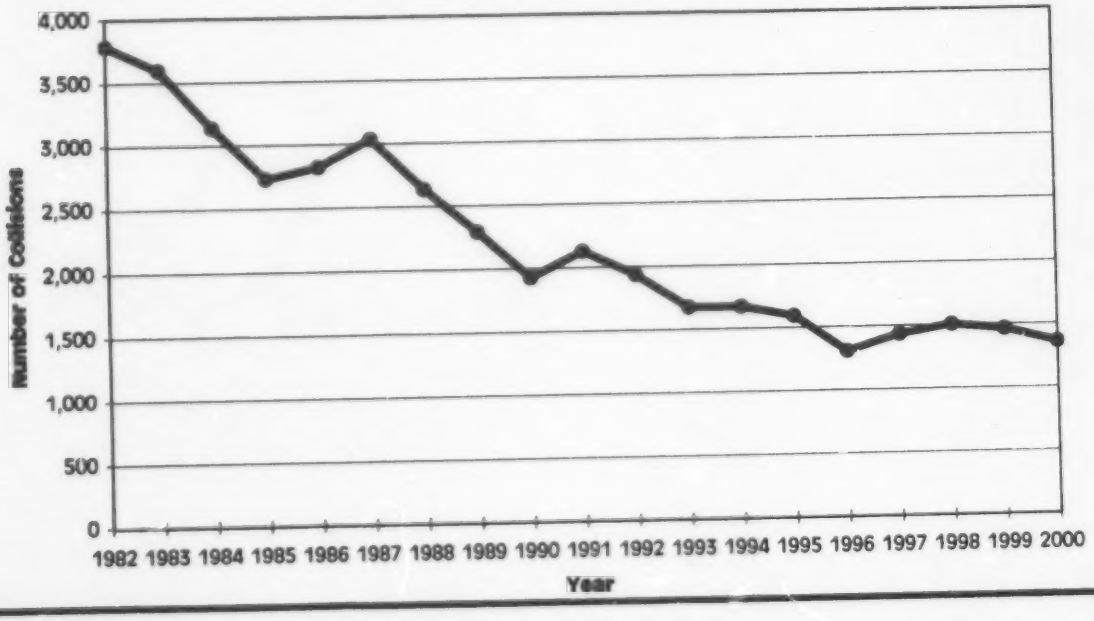
Figure 10.1

	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	2,626	1,088	76	3,790	1,933	92	2,025
1983	2,470	1,053	73	3,596	1,804	97	1,901
1984	2,083	984	71	3,138	1,678	84	1,762
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,499	728	68	2,295	1,252	76	1,328
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	503	39	1,308	897	48	945
1997	830	560	46	1,436	1,045	55	1,100
1998	891	561	52	1,504	1,005	61	1,066
1999	850	551	64	1,465	979	86	1,065
2000	786	535	39	1,360	918	47	965

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol Involved Collisions by Year



Per cent of Collisions and Victims Involving Alcohol by Year

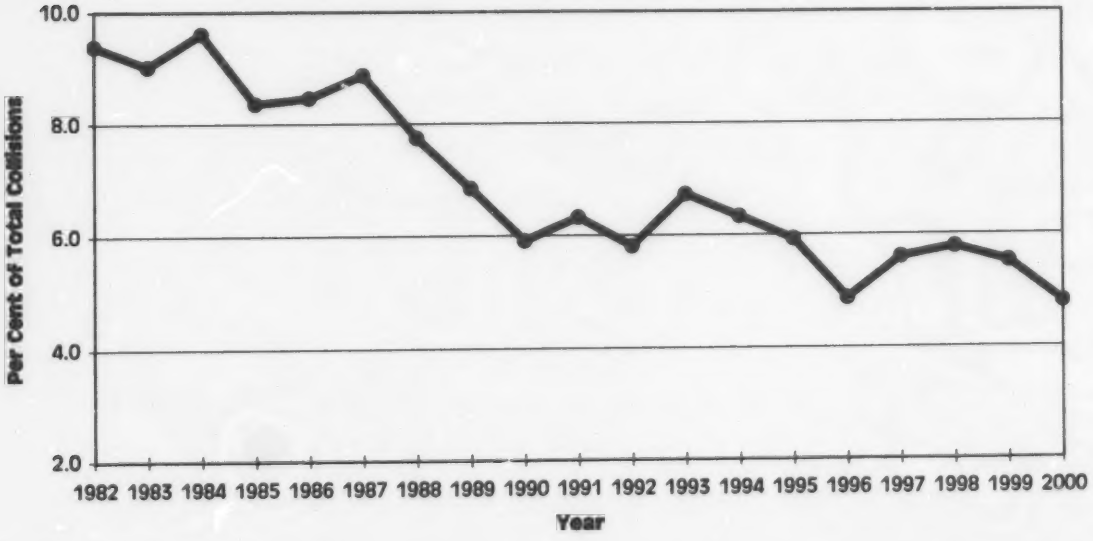
Figure 10.2

	Per cent of Collisions				Per cent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	7.6	19.4	40.0	9.4	22.7	38.3	9.4
1983	7.2	18.8	39.9	9.0	21.8	41.3	9.0
1984	7.7	18.3	38.0	9.6	21.2	38.0	9.6
1985	6.6	15.5	36.8	8.4	18.3	36.0	8.4
1986	6.8	14.9	45.9	8.5	17.7	46.1	8.5
1987	7.0	16.0	48.7	8.9	19.0	52.1	8.9
1988	6.1	14.7	39.4	7.7	17.3	40.5	7.7
1989	5.4	13.2	42.0	6.8	15.4	39.6	6.8
1990	4.6	11.4	42.3	5.9	13.5	42.2	5.9
1991	4.7	13.5	51.0	6.3	15.9	51.5	6.3
1992	4.3	12.8	43.3	5.8	15.7	44.8	5.8
1993	5.0	11.9	44.0	6.7	14.0	45.8	6.7
1994	4.7	11.6	38.8	6.3	13.9	37.7	6.3
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	36.8	4.9	13.1	35.6	13.6
1997	4.1	10.9	35.4	5.6	13.7	33.5	14.2
1998	4.3	11.3	40.6	5.8	13.9	41.2	14.5
1999	4.1	10.1	43.2	5.5	12.2	46.0	13.0
2000	3.5	9.9	28.5	4.8	11.8	31.1	12.1

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year

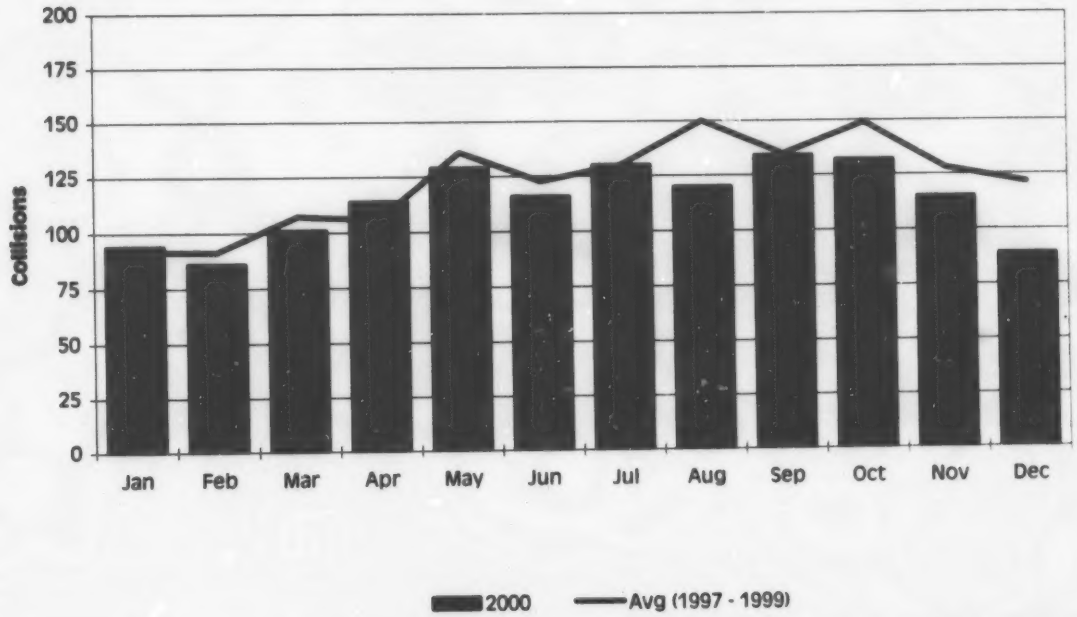


Alcohol-Involved Collisions by Month and Year

Figure 10.3

Month	1995	1996	1997	1998	1999	Average 1997 - 1999	2000	% Change
January	95	74	69	110	96	91.7	94	2.5
February	101	95	100	85	89	91.3	86	-5.8
March	123	110	109	106	107	107.3	101	-5.9
April	136	101	95	108	114	105.7	114	7.3
May	125	103	125	146	137	136.0	129	-5.1
June	161	139	122	126	120	122.7	116	-5.4
July	154	122	113	144	133	130.0	130	0.0
August	163	127	157	163	130	150.0	120	-20.0
September	146	106	142	141	121	134.7	134	-0.5
October	160	135	134	148	165	149.0	132	-12.9
November	98	104	133	124	127	128.0	115	-10.2
December	132	92	137	102	125	121.3	89	-26.6
Totals	**1,594**	**1,308**	**1,436**	**1,503**	**1,484**	**1,467.7**	**1,360**	**-7.3**

Alcohol-Involved Collisions by Month

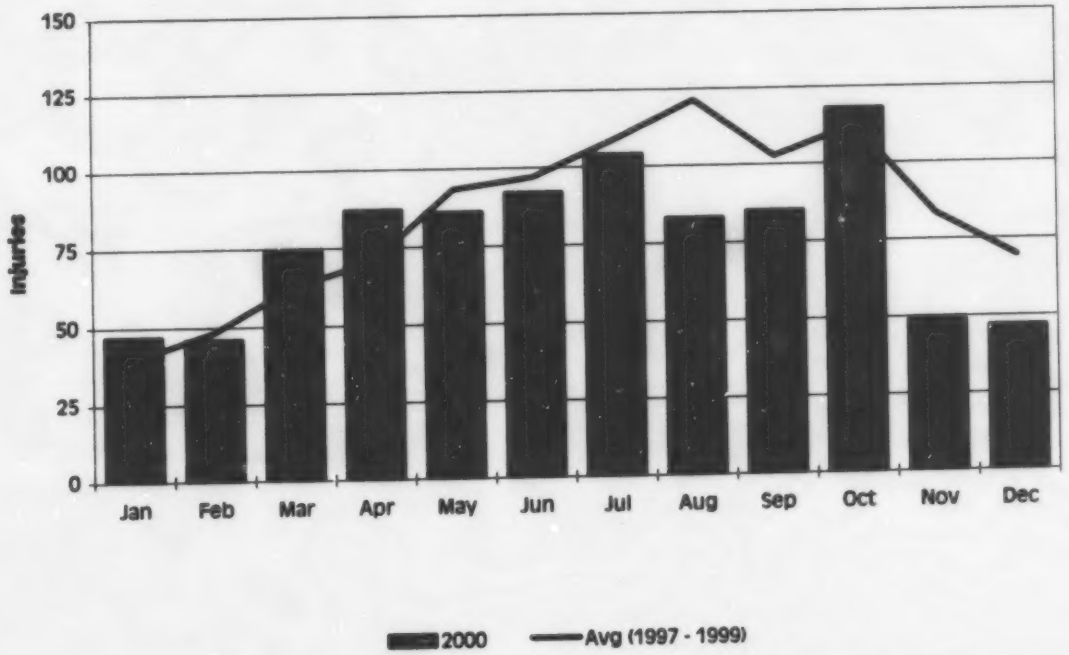


Injuries Due to Alcohol-Involved Collisions by Month and Year

Figure 10.4

Month	1995	1996	1997	1998	1999	Average 1997 - 1999	2000	% * Change
January	40	27	28	46	45	39.7	47	-18.5
February	44	64	62	34	49	48.3	46	4.8
March	69	74	64	70	54	62.7	74	-18.1
April	75	68	58	82	72	70.7	87	-23.1
May	73	50	95	112	73	93.3	86	7.9
June	121	101	102	82	107	97.0	92	5.2
July	129	115	97	128	101	108.7	104	4.3
August	123	104	125	133	106	121.3	83	31.6
September	111	81	112	109	87	102.7	85	17.2
October	97	92	125	82	130	112.3	118	-5.0
November	45	75	90	76	84	83.3	49	41.2
December	64	46	87	51	71	69.7	47	32.5
Totals	**991**	**897**	**1,045**	**1,005**	**979**	**1,009.7**	**918**	**-9.1**

Injuries Due to Alcohol-Involved Collisions by Month

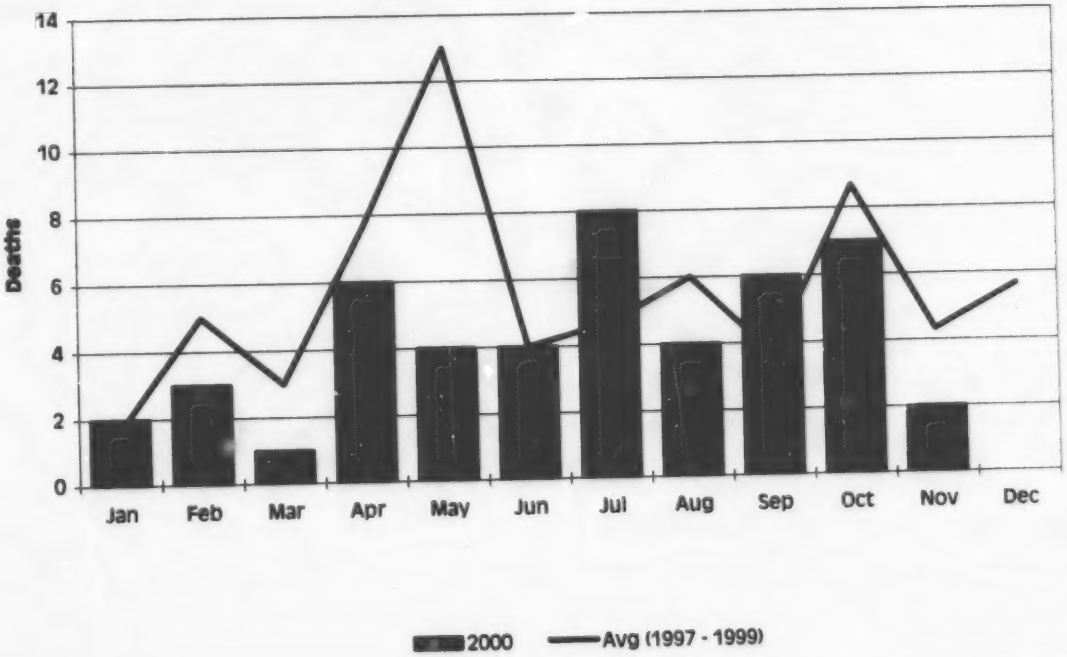


Deaths Due to Alcohol-Involved Collisions by Month and Year

Figure 10.5

Month	1995	1996	1997	1998	1999	Average 1997 - 1999	2000	% * Change
January	2	6	0	3	2	1.7	2	20.0
February	2	2	3	5	7	5.0	3	-40.0
March	5	4	3	2	4	3.0	1	-66.7
April	2	2	3	9	11	7.7	6	-21.7
May	6	2	11	10	18	13.0	4	-69.2
June	12	5	6	1	5	4.0	4	0.0
July	8	3	1	5	8	4.7	8	71.4
August	8	10	3	9	6	6.0	4	-33.3
September	2	9	5	2	4	3.7	6	63.6
October	6	3	5	7	14	8.7	7	-19.2
November	2	0	4	4	5	4.3	2	-53.8
December	6	2	11	4	2	5.7	0	-100.0
Totals	**61**	**48**	**55**	**61**	**88**	**67.3**	**47**	**-30.2**

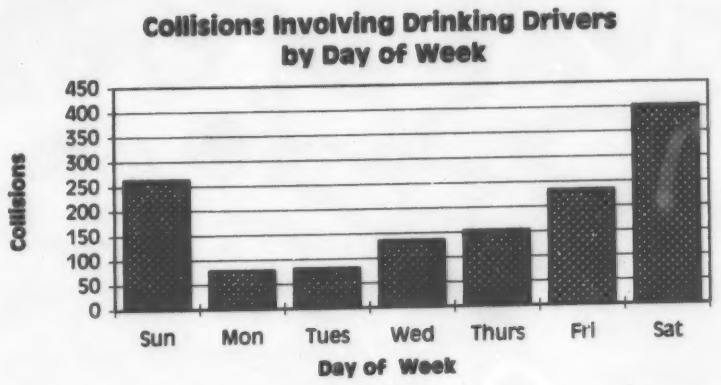
Deaths Due to Alcohol-Involved Collisions by Month



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

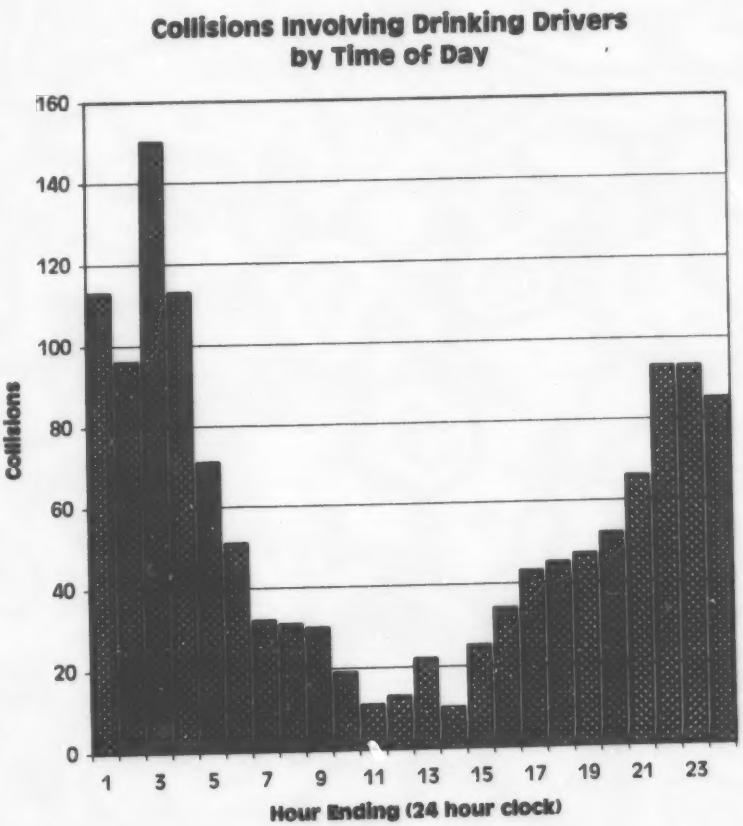
Day Of The Week	Collisions
Sunday	263
Monday	78
Tuesday	81
Wednesday	135
Thursday	153
Friday	233
Saturday	402
TOTAL	**1345**



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
12 TO 1 AM	113
1 TO 2 AM	96
2 TO 3 AM	150
3 TO 4 AM	113
4 TO 5 AM	71
5 TO 6 AM	51
6 TO 7 AM	32
7 TO 8 AM	31
8 TO 9 AM	30
9 TO 10 AM	19
10 TO 11 AM	11
11 TO 12 Noon	13
12 TO 1 PM	22
1 TO 2 PM	10
2 TO 3 PM	25
3 TO 4 PM	34
4 TO 5 PM	43
5 TO 6 PM	45
6 TO 7 PM	47
7 TO 8 PM	52
8 TO 9 PM	66
9 TO 10 PM	93
10 TO 11 PM	93
11 TO 12 Midnight	85
TOTAL	**1345**



Collisions Involving a Drinking Driver

Figure 10.8

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	2,626	1,088	76	3,790	1,933	92	2,025
1983	2,470	1,053	73	3,596	1,804	97	1,901
1984	2,083	984	71	3,138	1,678	84	1,762
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,499	728	68	2,295	1,252	76	1,328
1990	1,264	622	60	1,946	1,053	67	1,120
1991	1,344	689	71	2,104	1,196	82	1,278
1992	1,197	671	52	1,920	1,251	61	1,312
1993	961	638	53	1,652	1,111	64	1,175
1994	966	641	46	1,653	1,128	51	1,179
1995	980	548	54	1,582	980	59	1,039
1996	766	496	35	1,297	890	44	934
1997	830	553	43	1,426	1,038	52	1,090
1998	891	556	47	1,494	999	56	1,055
1999	850	539	61	1,450	968	83	1,051
2000	786	524	35	1,345	906	43	949

Collisions Involving Pedestrians That Had Been Drinking

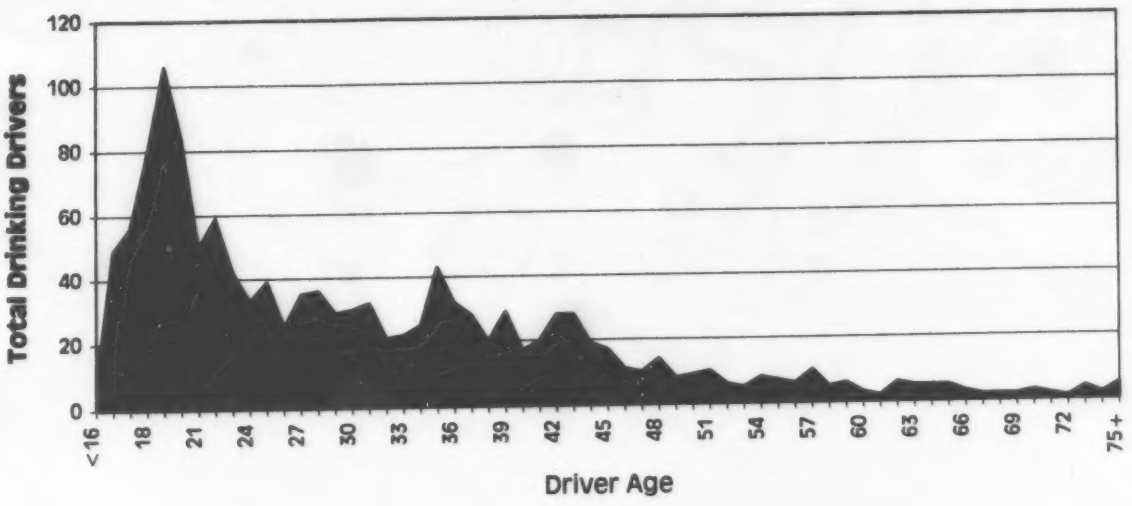
Figure 10.9

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	0	0	0	0	0	0	0
1983	0	0	0	0	0	0	0
1984	0	0	0	0	0	0	0
1985	0	0	0	0	0	0	0
1986	0	0	0	0	0	0	0
1987	0	0	0	0	0	0	0
1988	0	0	0	0	0	0	0
1989	0	0	0	0	0	0	0
1990	0	0	0	0	0	0	0
1991	0	22	13	35	26	13	39
1992	0	17	3	20	17	3	20
1993	0	20	8	28	22	8	30
1994	0	17	10	27	18	10	28
1995	0	12	2	14	13	2	15
1996	0	8	4	12	8	4	12
1997	0	9	5	14	9	5	14
1998	0	7	7	14	10	7	17
1999	0	12	5	17	13	5	18
2000	0	11	5	16	12	5	17

Note: Pedestrian contributing factors were not recorded in traffic collisions prior to 1991.

2000 Drinking Drivers by Driver Age

Figure 10.10



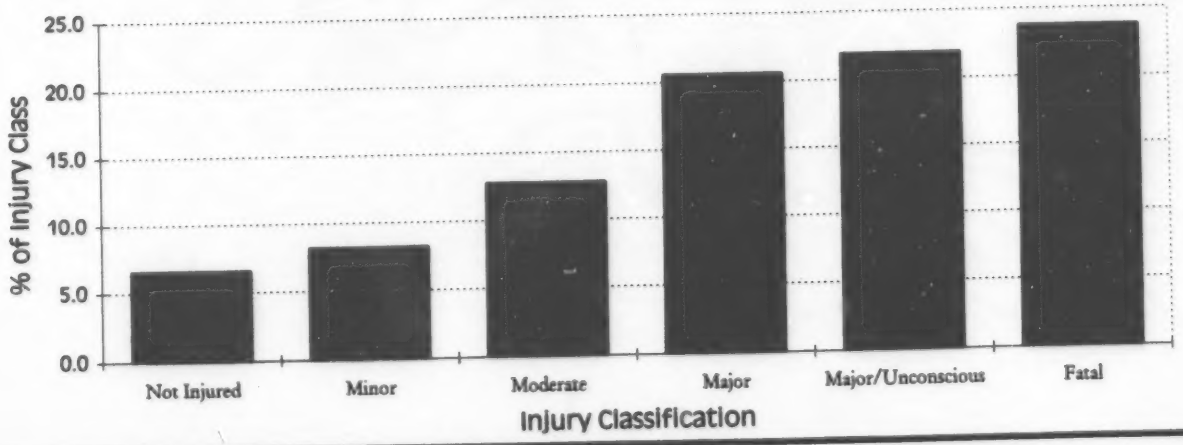
2000 Injury Classification in Casualty Collisions by Alcohol Involvement

Figure 10.11

Injury Classification	Drinking Drivers or Pedestrians		Totals	% with Alcohol
	Yes	No		
Not Injured	325	4,655	4,980	6.5
Minor	457	5,151	5,608	8.1
Moderate	296	2,025	2,321	12.8
Major	144	557	701	20.5
Major/Unconscious	21	75	96	21.9
Fatal	47	151	198	23.7
Total	**1,290**	**12,614**	**13,904**	**9.3**

Figure 10.12

2000 Injury Classification of Alcohol Involved Collisions



2000 Drinking Drivers by Gender and Severity of Collision

Figure 10.13

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	5	3	0	8	3	5	0	8
16	39	10	0	49	25	23	1	49
17	46	10	0	56	39	15	2	56
18	63	16	0	79	46	32	1	79
19	86	20	0	106	55	48	3	106
20	71	13	0	84	56	24	4	84
21	43	7	0	50	28	21	1	50
22	49	10	0	59	42	17	0	59
23	36	6	0	42	24	18	0	42
24	27	6	0	33	16	14	3	33
25	33	6	0	39	25	14	0	39
26	16	9	0	25	15	9	1	25
27	27	8	0	35	17	18	0	35
28	23	13	0	36	18	18	0	36
29	21	8	0	29	13	14	2	29
30	19	11	0	30	19	9	2	30
31	26	6	0	32	21	11	0	32
32	19	2	0	21	14	5	2	21
33	16	6	0	22	16	6	0	22
34	21	4	0	25	14	11	0	25
35	33	10	0	43	23	19	1	43
36	25	7	0	32	18	14	0	32
37	25	3	0	28	13	15	0	28
38	11	9	0	20	11	9	0	20
39	25	4	0	29	18	9	2	29
40	12	5	0	17	9	6	2	17
41	15	5	0	20	11	9	0	20
42	24	4	0	28	11	17	0	28
43	21	7	0	28	15	11	2	28
44	14	5	0	19	11	7	1	19
45	16	1	0	17	10	7	0	17
46	10	1	0	11	5	6	0	11
47	10	0	0	10	5	5	0	10
48	13	1	0	14	11	3	0	14
49	6	2	0	8	2	6	0	8
50	7	2	0	9	7	2	0	9
51	8	2	0	10	7	3	0	10
52	4	2	0	6	4	2	0	6
53	5	0	0	5	2	3	0	5
54	7	1	0	8	6	1	1	8
55	5	2	0	7	6	1	0	7
56	5	1	0	6	3	2	1	6
57	9	1	0	10	4	4	2	10
58	5	0	0	5	3	2	0	5
59	4	2	0	6	4	2	0	6
60	3	0	0	3	2	1	0	3
61	2	0	0	2	1	1	0	2
62	6	0	0	6	3	3	0	6
63	5	0	0	5	3	2	0	5
64	5	0	0	5	3	2	0	5
65	4	1	0	5	4	1	0	5
66	3	0	0	3	3	0	0	3
67	2	0	0	2	0	2	0	2
68	1	1	0	2	1	1	0	2
69	2	0	0	2	2	0	0	2
70	3	0	0	3	2	1	0	3
71	2	0	0	2	2	0	0	2
72	0	1	0	1	1	0	0	1
73	4	0	0	4	3	1	0	4
74	1	1	0	2	0	2	0	2
75	1	1	0	2	0	2	0	2
76	0	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0	0
78	1	0	0	1	1	0	0	1
79	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0
81	0	1	0	1	1	0	0	1
82	0	0	0	0	0	0	0	0
83	0	0	0	0	0	0	0	0
84	0	0	0	0	0	0	0	0
85	1	0	0	1	1	0	0	1
86	0	0	0	0	0	0	0	0
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS	11	2	41	54	39	13	2	54
Total	1,062	259	41	1,362	797	529	36	1,362

*PD Only = Property Damage Only Collision

Drinking Drivers in Collisions by Gender by Year

Figure 10.14

	1998				1999				2000			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	7	6	0	13	7	5	0	12	5	3	0	8
16	30	14	0	44	35	10	0	45	39	10	0	49
17	49	21	0	70	41	14	0	55	46	10	0	56
18	77	13	0	90	92	11	0	103	63	16	0	79
19	76	19	2	97	91	11	1	103	86	20	0	106
20	76	13	0	89	79	11	0	90	71	13	0	84
21	70	7	0	77	63	10	0	73	43	7	0	50
22	48	5	1	54	44	6	0	50	49	10	0	59
23	49	8	1	58	44	8	1	53	36	6	0	42
24	41	11	0	52	52	8	0	60	27	6	0	33
25 - 34	295	82	1	378	267	70	4	341	221	73	0	294
35 - 44	198	44	1	243	204	56	2	262	205	59	0	264
45 - 54	96	14	1	111	76	22	0	98	86	12	0	98
55 - 64	38	6	0	44	47	4	0	51	49	6	0	55
65 - 74	16	6	0	22	23	3	0	26	22	4	0	26
75 >	10	2	0	12	3	0	0	3	3	2	0	5
NS *	13	4	45	62	7	1	37	45	11	2	41	54
Total	1,189	275	52	1,516	1,175	250	45	1,470	1,062	259	41	1,362

Drinking Drivers in Collisions by Collision Severity by Year

Figure 10.15

	1998				1999				2000			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	5	8	0	13	9	2	1	12	3	5	0	8
16	26	18	0	44	26	16	3	45	25	23	1	49
17	46	22	2	70	33	18	4	55	39	15	2	56
18	53	35	2	90	54	45	4	103	46	32	1	79
19	57	37	3	97	65	37	1	103	55	48	3	106
20	55	30	4	89	55	33	2	90	56	24	4	84
21	45	30	2	77	39	31	3	73	28	21	1	50
22	35	17	2	54	29	19	2	50	42	17	0	59
23	39	19	0	58	34	18	1	53	24	18	0	42
24	27	22	3	52	31	28	1	60	16	14	3	33
25 - 34	217	153	8	378	190	132	19	341	172	115	7	294
35 - 44	143	89	11	243	156	98	8	262	140	116	8	264
45 - 54	55	50	6	111	56	35	7	98	59	38	1	98
55 - 64	28	12	4	44	27	20	4	51	32	20	3	55
65 - 74	17	5	0	22	19	4	3	26	18	8	0	26
75 >	10	2	0	12	1	2	0	3	3	2	0	5
NS *	44	15	3	62	31	13	1	45	39	13	2	54
Total	902	564	50	1,516	855	551	64	1,470	797	529	36	1,362

* Driver age not stated.

Traffic Collision Statistics

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Traffic Collision Statistics

Figure 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Figures 11.3 and 11.4 summarize collisions by community, and Figure 11.5 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2000 Quick Facts:

- The collision rate for all provincial highways is 0.56 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 3.50
  - of 250 to 4,999 is 1.18
  - under 250 is 0.61
- Regina and Saskatoon combined account for 36.5% of the province's population and 52.0% of the collisions.
- Regina recorded 6,628 collisions, 1,953 injuries and five deaths in 2000.
- Saskatoon recorded 7,825 collisions, 1,594 injuries and eleven deaths in 2000.
- Alcohol was involved in 726 traffic collisions in Saskatchewan cities during 2000.
- The collision rates for all rural municipalities are 1.22 collisions per 100 people and 1.11 collisions per million vehicle kilometres.

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-1	Manitoba Border - Moosomin	19.9	3,102	22.55	7	1	1	9	0.40	3	1
1-2	Moosomin - Whitewood	46.9	3,177	54.37	14	3	0	17	0.31	3	0
1-3	Whitewood - Broadview	23.9	3,312	28.83	13	8	0	21	0.73	17	0
1-4	Broadview - Grenfell	24.8	3,236	29.33	10	4	0	14	0.48	7	0
1-5	Grenfell - Indian Head	57.2	3,478	72.63	37	14	1	52	0.72	45	1
1-6	Indian Head - Qu'Appelle	13.8	4,403	22.23	7	4	0	11	0.49	9	0
1-7	Qu'Appelle - Balgonie	30.2	4,816	53.14	17	3	0	20	0.38	5	0
1-8	Balgonie - Regina	21.1	13,126	100.99	42	12	0	54	0.53	15	0
1-10	Regina - Jct Hwy 39	56.6	8,533	176.15	36	28	1	65	0.37	43	1
1-11	Jct Hwy 39- Moose Jaw	4.8	9,497	16.67	1	2	0	3	0.18	3	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	5,894	11.92	4	4	1	9	0.76	12	1
1-13	N Jct Hwy 2 - Mortlach	45.3	4,323	71.47	16	15	0	31	0.43	21	0
1-14	Mortlach - Chaplin	36.0	3,466	45.57	14	11	1	26	0.57	18	1
1-15	Chaplin - W Jct Hwy 19	25.6	3,565	33.29	9	7	1	17	0.51	13	1
1-16	W. Jct. Hwy 19 - Rush Lake	32.6	3,991	47.55	8	6	0	14	0.29	11	0
1-17	Rush Lake - Swift Current	30.6	4,761	53.09	17	2	0	19	0.36	3	0
1-18	Swift Current - Jct Hwy 32	9.3	6,391	21.62	10	0	0	10	0.46	0	0
1-19	Jct Hwy 32 - Gull Lake	46.3	4,272	72.21	15	3	1	19	0.26	6	1
1-20	Gull Lake - Sidewood	34.3	3,615	45.19	22	10	0	32	0.71	16	0
1-21	Sidewood - Maple Creek	38.9	3,392	48.10	18	2	4	24	0.50	18	6
1-22	Maple Creek - Alberta Border	39.6	3,509	50.73	22	7	1	30	0.59	16	1
	Subtotal - Hwy 1	**643.1**		**1077.64**	**339**	**148**	**12**	**497**	**0.46**	**284**	**14**
2-1	U.S. Border - Rockglen	49.3	249	4.47	6	1	1	8	1.79	1	1
2-2	Rockglen - Assiniboia	54.1	457	9.02	3	0	0	3	0.33	0	0
2-3	Assiniboia - Jct Hwy 43	27.7	948	9.58	4	1	0	5	0.52	1	0
2-4	Jct Hwy 43 - Jct Hwy 36	44.4	1,098	17.78	5	2	0	7	0.39	2	0
2-5	Jct Hwy 36 - Moose Jaw S	26.9	1,661	16.32	4	1	0	5	0.31	1	0
2-6	Moose Jaw S - Moose Jaw N	6.9	3,113	7.81	2	1	0	3	0.38	1	0
2-7	Moose Jaw N - Tuxford	17.9	2,551	16.65	9	3	0	12	0.72	4	0
2-8	Tuxford - Chamberlain	33.3	1,217	14.77	7	6	1	14	0.95	10	1
2-9	Findlater - Liberty	33.6	477	5.85	0	2	0	2	0.34	3	0
2-10	Liberty - Imperial	29.3	587	6.27	2	0	0	2	0.32	0	0
2-11	Imperial - Watrous	36.0	927	12.16	7	1	0	8	0.66	1	0
2-12	Watrous - Young	23.1	997	8.38	2	0	0	2	0.24	0	0
2-13	Young - Jct Hwy 16	22.0	1,021	8.19	2	0	0	2	0.24	0	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	439	3.20	1	1	0	2	0.63	1	0
2-15	S. Jct Hwy 5 - Jct Hwy 27	21.6	678	5.35	3	2	0	5	0.94	2	0
2-16	Jct Hwy 27 - Wakaw	35.3	796	10.25	4	3	1	8	0.78	3	1
2-17	Wakaw - St. Louis	32.9	1,102	13.21	4	5	0	9	0.68	8	0
2-18	St. Louis - Prince Albert	26.3	1,599	15.32	5	3	0	8	0.52	3	0
2-19	Prince Albert S - Jct Hwy 55	4.4	7,272	11.65	4	1	0	5	0.43	1	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	3,755	50.97	10	14	0	24	0.47	25	0
2-21	Christopher Lake - Jct Hwy 264	37.0	1,304	17.62	5	3	1	9	0.51	8	1
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	827	13.80	5	1	0	6	0.43	1	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	626	19.59	9	4	0	13	0.66	8	0
2-24	Jct Hwy 165 - La Ronge	32.4	961	11.36	7	5	0	12	1.06	9	0
	Subtotal - Hwy 2	**782.5**		**309.56**	**110**	**60**	**4**	**174**	**0.56**	**93**	**4**
3-1	Manitoba Border - Erwood	35.4	165	2.13	5	2	0	7	3.29	2	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-2	Erwood - Hudson Bay	14.1	543	2.78	7	2	0	9	3.23	3	0
3-3	Hudson Bay - Prairie River	40.9	670	10.01	23	2	0	25	2.50	5	0
3-4	Prairie River - S Jct Hwy 23	53.3	579	11.27	10	2	1	13	1.15	6	1
3-5	S Jct Hwy 23 - Tisdale	21.4	2,073	16.19	1	2	0	3	0.19	3	0
3-6	Tisdale - Melfort	36.7	2,308	30.94	8	5	1	14	0.45	8	1
3-7	Melfort - Kinistino	29.4	1,970	21.11	1	2	0	3	0.14	2	0
3-8	Kinistino - Birch Hills	27.3	1,847	18.39	0	1	0	1	0.05	2	0
3-9	Birch Hills - Prince Albert	34.5	3,176	40.01	9	5	0	14	0.35	7	0
3-11	Prince Albert - Shellbrook	43.1	3,225	50.72	14	2	0	16	0.32	2	0
3-12	Shellbrook - Cameo	10.3	1,443	5.41	1	1	0	2	0.37	4	0
3-13	Cameo - Shell lake	46.6	705	12.00	2	2	0	4	0.33	8	0
3-14	Shell Lake - Spiritwood	24.6	897	8.06	3	1	0	4	0.50	1	0
3-15	Spiritwood - Glaslyn	55.5	690	13.98	10	1	0	11	0.79	1	0
3-16	Glaslyn - Turtleford	45.6	466	7.76	5	1	0	6	0.77	2	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1,007	11.04	6	2	0	8	0.72	2	0
3-18	N Sask. River - Alberta Border	26.4	1,288	12.42	1	1	0	2	0.16	1	0
	Subtotal - Hwy 3	**575.1**		**274.22**	**108**	**34**	**2**	**142**	**0.52**	**59**	**2**
4-1	U.S. Border - Val Marie	31.3	133	1.51	1	0	0	1	0.66	0	0
4-2	Val Marie - Cadillac	54.7	200	3.99	4	1	0	5	1.25	1	0
4-3	Cadillac - Jct Hwy 43	26.3	508	4.88	3	1	0	4	0.82	4	0
4-4	Jct Hwy 43 - Swift Current	38.8	1,751	24.78	11	4	2	17	0.69	7	3
4-5	Swift Current - Sask. Landing	48.7	1,387	24.67	5	4	0	9	0.36	6	0
4-6	Sask. Landing - Sanctuary	41.7	980	14.91	8	1	0	9	0.60	1	0
4-7	Sanctuary - Elrose	23.5	842	7.23	6	0	1	7	0.97	2	1
4-8	Elrose - Rosetown	37.8	1,372	18.94	5	3	0	8	0.42	5	0
4-9	Rosetown - Jct Hwy 31	11.7	1,734	7.42	7	1	0	8	1.08	2	0
4-10	Jct Hwy 31 - Biggar	46.8	709	12.10	9	2	0	11	0.91	5	0
4-11	Biggar - Struan Grid	34.3	642	8.04	4	1	0	5	0.62	1	0
4-12	Struan Grid - Red Pheasant	20.9	440	3.36	3	2	0	5	1.49	2	0
4-13	Red Pheasant - Battleford	35.7	1,465	19.07	5	7	0	12	0.63	10	0
4-14	Battleford - Jct Hwy 26	21.7	5,163	40.90	4	2	1	7	0.17	5	1
4-15	Jct Hwy 26 - Cochin	17.3	2,186	13.77	5	5	0	10	0.73	18	0
4-16	Cochin - Glaslyn	29.6	1,351	14.58	5	4	0	9	0.62	5	0
4-17	Glaslyn - Meadow Lake	89.2	878	28.57	5	4	0	9	0.32	4	0
4-18	Meadow Lake - Jct Hwy 104	30.5	573	6.38	8	0	0	8	1.25	0	0
	Subtotal - Hwy 4	**640.3**		**255.08**	**98**	**42**	**4**	**144**	**0.56**	**78**	**5**
5-1	Togo - Kamsack	33.4	387	4.72	1	1	0	2	0.42	1	0
5-2	Kamsack - Canora	37.0	1,011	13.67	5	2	0	7	0.51	2	0
5-3	Canora - Invermay	54.7	583	11.64	7	2	1	10	0.86	2	1
5-4	Invermay - Wadena	46.5	760	12.89	6	1	0	7	0.54	1	0
5-5	Wadena - Watson	54.1	1,014	20.01	4	3	0	7	0.35	5	0
5-6	Watson - Humboldt	41.2	2,406	36.21	9	8	0	17	0.47	14	0
5-7	Humboldt - N Jct Hwy 2	43.2	2,018	31.84	11	5	0	16	0.50	9	0
5-8	S. Jct. 2 - Patience Lake	40.8	1,708	25.43	7	4	1	12	0.47	6	1
5-9	Patience Lake - Saskatoon	11.4	3,267	13.58	12	1	0	13	0.96	1	0
5-10	College Drive in Saskatoon	8.1	14,151	41.73	0	0	0	0	0.00	0	0
	Subtotal - Hwy 5	**370.4**		**211.75**	**62**	**27**	**2**	**91**	**0.43**	**41**	**2**

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-1	U.S. Border - Jct Hwy 18	16.4	321	1.93	0	0	0	0	0.00	0	0
6-2	Jct Hwy 18 - Jct Hwy 13	55.6	507	10.28	4	2	0	6	0.58	4	0
6-3	Jct Hwy 13 - S Jct Hwy 39	43.3	718	11.35	5	3	0	8	0.70	4	0
6-4	S Jct Hwy 39 - Regina South	38.1	2,764	38.42	6	6	1	13	0.34	9	1
6-5	Regina South - Regina North	2.4	9,401	8.34	0	1	0	1	0.12	1	0
6-6	Regina North - Piapot I.R.	26.4	2,683	25.81	17	8	0	25	0.97	16	0
6-7	Piapot I.R. - Southey	24.2	2,149	19.00	7	3	0	10	0.53	4	0
6-8	Southey - Raymore	54.1	1,242	24.55	10	5	0	15	0.61	6	0
6-9	Raymore - Dafoe	38.0	953	13.24	3	1	0	4	0.30	1	0
6-10	Dafoe - Watson	43.0	925	14.53	7	3	0	10	0.69	4	0
6-11	Watson - Nalcam	32.8	1,447	17.33	4	2	0	6	0.35	4	0
6-12	Nalcam - Silver Park	26.6	1,334	12.94	0	1	0	1	0.08	1	0
6-13	Silver Park - Melfort	25.2	1,375	12.63	3	0	1	4	0.32	3	1
6-14	Melfort - Gronlid	32.6	940	11.18	4	0	0	4	0.36	0	0
6-15	Gronlid - Choiceland	43.3	274	4.33	2	1	0	3	0.69	1	0
	Subtotal - Hwy 6	**502.1**		**225.87**	**72**	**36**	**2**	**110**	**0.49**	**58**	**2**
7-1	Saskatoon - Jct Hwy 60	6.3	7,776	17.74	9	2	0	11	0.62	4	0
7-2	Jct Hwy 60 - Delisle	30.4	4,234	47.02	14	8	2	24	0.51	18	3
7-3	Delisle - Harris	37.9	2,163	29.89	10	3	0	13	0.43	4	0
7-4	Harris - Rosetown	36.4	2,896	38.44	22	6	0	28	0.73	8	0
7-5	Rosetown - Brock	52.4	1,980	37.86	19	6	1	26	0.69	8	3
7-6	Brock - Kindersley	31.0	2,238	25.36	18	9	0	27	1.06	19	0
7-7	Kindersley - Jct Hwy 307	21.2	2,150	16.62	4	1	0	5	0.30	1	0
7-8	Jct Hwy 307 - Alsask	40.0	1,679	24.54	15	3	1	19	0.77	6	1
	Subtotal - Hwy 7	**255.5**		**237.48**	**111**	**38**	**4**	**153**	**0.64**	**68**	**7**
8-1	U.S. Border - Carievale	19.9	288	2.08	0	0	0	0	0.00	0	0
8-2	Carievale - Redvers	45.6	402	6.69	3	0	0	3	0.45	0	0
8-3	Redvers - Fairlight	34.0	279	3.47	3	2	0	5	1.44	2	0
8-4	Fairlight-Moosomin	29.9	457	4.99	2	1	0	3	0.60	3	0
8-5	Moosomin - Qu'Appelle River	40.5	738	10.91	9	2	0	11	1.01	2	0
8-6	Qu'Appelle River - Langenburg	41.9	502	7.67	13	1	0	14	1.83	2	0
8-7	Langenburg - Wroxton	46.9	155	2.65	3	0	0	3	1.13	0	0
8-8	Wroxton - Kamsack	39.5	371	5.34	3	2	0	5	0.94	4	0
8-9	Kamsack - Pelly	32.3	1,121	13.22	2	2	1	5	0.38	8	1
8-10	Pelly - Norquay	41.4	224	3.38	6	0	0	6	1.77	0	0
	Subtotal - Hwy 8	**372.0**		**60.41**	**44**	**10**	**1**	**55**	**0.91**	**21**	**1**
9-1	U.S. Border - Jct Hwy 18	26.8	216	2.11	1	1	0	2	0.95	2	0
9-2	Jct Hwy 18 - Carlyle	46.9	1,210	20.71	6	0	0	6	0.29	0	0
9-3	Carlyle - Jct Hwy 48	43.5	1,349	21.41	10	4	0	14	0.65	5	0
9-4	Jct Hwy 48 - Whitewood	36.5	664	8.83	5	3	0	8	0.91	3	0
9-5	Whitewood - Qu'Appelle River	19.6	734	5.24	12	1	1	14	2.67	7	1
9-6	Qu'Appelle River - Jct Hwy 22	36.5	816	10.88	6	2	0	8	0.74	3	0
9-7	Jct Hwy 22 - Jct Hwy 15	21.3	910	7.07	4	0	0	4	0.57	0	0
9-8	Jct Hwy 15 - Yorkton	34.0	1,239	15.38	9	8	0	17	1.11	11	0
9-9	Yorkton - Canora	46.5	2,820	47.89	19	8	1	28	0.58	13	1
9-10	Canora - Jct Hwy 49	27.7	1,242	12.54	10	0	0	10	0.80	0	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,163	8.48	9	2	0	11	1.30	2	0

Traffic Accident Statistics - Section 11

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
9-12	Preeceville - Usherville	31.0	484	5.48	9	1	0	10	1.83	3	0
9-13	Usherville - Bertwell	42.5	161	2.50	10	0	0	10	3.99	0	0
9-14	Bertwell - Hudson Bay	38.6	810	11.41	13	3	0	16	1.40	7	0
9-15	Hudson Bay - Manitoba Border	123.1	89	4.02	8	2	0	10	2.49	3	0
	Subtotal - Hwy 9	**594.3**		**183.93**	**131**	**35**	**2**	**168**	**0.91**	**59**	**2**
10-1	Manitoba Border - Wroxton	25.0	791	7.21	4	2	0	6	0.83	3	0
10-2	Wroxton - Yorkton	39.0	1,511	21.54	7	1	1	9	0.42	4	1
10-3	Yorkton - Melville	41.9	2,762	42.22	13	1	0	14	0.33	4	0
10-4	Melville - Jct Hwy 22	46.2	1,642	27.66	10	4	0	14	0.51	6	0
10-5	Jct Hwy 22 - Fort Qu'Appelle	26.0	2,645	25.12	16	4	0	20	0.80	4	0
10-6	Fort Qu'Appelle - Balgonie	46.5	3,832	65.03	36	12	1	49	0.75	30	1
	Subtotal - Hwy 10	**224.6**		**188.77**	**86**	**24**	**2**	**112**	**0.59**	**51**	**2**
11-1	Regina - Lumsden	25.9	9,442	89.29	33	12	1	46	0.52	19	1
11-2	Lumsden - Bethune	25.9	4,714	44.63	11	1	0	12	0.27	1	0
11-3	Bethune - E Jct Hwy 2	19.2	3,864	27.12	1	0	0	1	0.04	0	0
11-4	E Jct Hwy 2 - Aylesbury	24.7	3,886	34.98	8	2	0	10	0.29	3	0
11-5	Aylesbury - Davidson	45.4	4,007	66.33	13	6	0	19	0.29	8	0
11-6	Davidson - Kenaston	32.1	3,833	44.86	8	5	0	13	0.29	7	0
11-7	Kenaston - Dundurn	38.9	4,598	65.30	8	4	0	12	0.18	8	0
11-8	Dundurn - Saskatoon	32.3	5,802	68.36	18	10	3	31	0.45	17	3
11-10	Saskatoon - Warman	18.1	8,698	57.37	18	7	0	25	0.44	7	0
11-11	Warman - Rosthern	43.2	4,567	71.98	15	14	1	30	0.42	26	1
11-12	Rosthern - Duck Lake	18.1	3,159	20.89	3	3	0	6	0.29	8	0
11-13	Duck Lake - Prince Albert	49.0	3,091	55.25	15	7	0	22	0.40	10	0
	Subtotal - Hwy 11	**372.7**		**646.37**	**151**	**71**	**5**	**227**	**0.35**	**114**	**5**
12-1	Jct Hwy 11 - Hepburn	36.4	4,450	59.06	29	7	0	36	0.61	11	0
12-2	Hepburn - Blaine Lake	38.2	1,279	17.84	18	3	0	21	1.18	4	0
12-3	Blaine Lake - Big Grass Lake	39.1	448	6.40	9	2	0	11	1.72	2	0
12-4	Big Grass Lake - Shell Lake	21.0	464	3.56	0	1	0	1	0.28	1	0
	Subtotal - Hwy 12	**134.7**		**86.85**	**56**	**13**	**0**	**69**	**0.79**	**18**	**0**
13-1	Manitoba Border - Redvers	19.7	687	4.94	1	1	1	3	0.61	3	3
13-2	Redvers - Carlyle	42.3	1,282	19.80	3	2	0	5	0.25	6	0
13-3	Carlyle - Stoughton	54.5	1,426	28.35	10	5	0	15	0.53	6	0
13-4	Stoughton - Griffin	31.0	746	8.44	8	1	0	9	1.07	2	0
13-5	Griffin - Weyburn	27.6	954	9.60	6	3	0	9	0.94	4	0
13-6	Weyburn - Jct Hwy 28	31.1	1,015	11.51	12	2	0	14	1.22	4	0
13-7	Jct Hwy 28 - Jct Hwy 6	22.8	624	5.20	4	1	0	5	0.96	2	0
13-8	Jct Hwy 6 - Jct Hwy 34	39.8	579	8.40	1	0	0	1	0.12	0	0
13-9	Jct Hwy 34 - Jct Hwy 36	30.6	285	3.18	3	0	0	3	0.94	0	0
13-10	Jct Hwy 36 - Assiniboia	37.2	474	6.43	2	0	0	2	0.31	0	0
13-11	Assiniboia - Lafleche	42.6	660	10.26	5	1	0	6	0.58	1	0
13-12	Lafleche - Kincaid	32.3	509	6.00	4	0	0	4	0.67	0	0
13-13	Kincaid - Cadillac	54.9	446	8.93	7	3	0	10	1.12	3	0
13-14	Cadillac - Jct Hwy 37	49.5	347	6.26	5	1	0	6	0.96	1	0
13-15	Shaunavon - Eastend	34.3	542	6.80	8	1	0	9	1.32	1	0
13-16	Eastend - E Jct Hwy 21	52.5	216	4.13	5	0	0	5	1.21	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
13-17	E Jct Hwy 21 - Govanlock	44.1	144	2.31	4	1	0	5	2.17	1	0
13-18	Govanlock - Alberta Border	14.5	45	0.24	0	0	0	0	0.00	0	0
	Subtotal - Hwy 13	**661.4**		**150.80**	**88**	**22**	**1**	**111**	**0.74**	**34**	**3**
14-12	Saskatoon - Asquith	1.4	9,390	4.70	13	4	0	17	3.62	6	0
14-13	Asquith - Perdue	34.1	2,835	35.24	12	2	0	14	0.40	2	0
14-14	Perdue - Biggar	22.7	1,576	13.05	16	2	0	18	1.38	5	0
14-15	Biggar - Landis	31.6	1,644	18.95	9	0	0	9	0.47	0	0
14-16	Landis - Wilkie	35.6	840	10.92	2	1	0	3	0.27	1	0
14-17	Wilkie - Unity	31.5	1,047	12.03	1	0	0	1	0.08	0	0
14-18	Unity - Salvador Grid	30.3	1,376	15.20	7	4	0	11	0.72	5	0
14-19	Salvador Grid - Alberta Border	29.2	1,173	12.50	8	4	0	12	0.96	7	0
	Subtotal - Hwy 14	**338.8**	**942**	**122.58**	**68**	**17**	**0**	**85**	**0.69**	**26**	**0**
15-2	Bredenbury - Jct Hwy 9	32.9	198	2.38	3	0	0	3	1.26	0	0
15-3	Jct Hwy 9 - Melville	22.4	652	5.33	5	1	0	6	1.13	2	0
15-4	Melville - Jct Hwy 52	58.2	624	13.26	9	1	0	10	0.75	1	0
15-5	Jct Hwy 52 - Leross	26.5	527	5.09	3	0	0	3	0.59	0	0
15-6	Leross - Raymore	51.9	621	11.76	2	2	0	4	0.34	2	0
15-7	Raymore - S Jct Hwy 20	32.7	325	3.88	5	2	0	7	1.80	3	0
15-8	Nokomis - Jct Hwy 2	31.0	231	2.61	1	2	0	3	1.15	2	0
15-9	Jct Hwy 2 - Kenaston	56.6	290	5.99	3	2	0	5	0.84	3	0
15-10	Kenaston - Jct Hwy 19	22.8	607	5.05	4	0	0	4	0.79	0	0
15-11	Jct Hwy 19 - Outlook	24.5	952	12.00	2	2	0	4	0.33	5	0
15-12	Outlook - Milden	27.8	1,113	11.31	7	2	0	9	0.80	5	0
15-13	Milden - Rosetown	36.3	677	8.97	2	1	0	3	0.33	1	0
	Subtotal - Hwy 15	**433.7**		**87.65**	**46**	**15**	**0**	**61**	**0.70**	**24**	**0**
16-11	Manitoba Border - Churchbridge	29.5	1,718	18.53	19	3	0	22	1.19	4	0
16-12	Churchbridge - Yorkton	52.7	2,121	40.77	23	5	0	28	0.69	7	0
16-13	Yorkton - Springside	23.0	2,736	23.00	5	1	1	7	0.30	2	1
16-14	Springside - Insinger	31.0	1,653	18.73	2	1	0	3	0.16	2	0
16-15	Insinger - Tuffnell	22.6	1,576	12.97	2	1	0	3	0.23	2	0
16-16	Tuffnell - Elfros	38.0	1,753	24.31	5	2	0	7	0.29	3	0
16-17	Elfros - Dafoe	49.0	2,210	39.52	7	10	0	17	0.43	15	0
16-18	Dafoe - Guernsey	41.4	1,814	27.40	8	0	0	8	0.29	0	0
16-19	Guernsey - Jct Hwy 2	44.7	2,004	32.71	7	4	0	11	0.34	10	0
16-20	Jct Hwy 2 - Saskatoon	63.5	3,696	85.65	18	8	1	27	0.32	11	1
16-23	Jct Hwy 11 - North Sask. River	41.3	5,552	83.62	15	13	0	28	0.33	26	0
16-24	North Sask. River - Radisson	19.3	4,202	29.54	21	2	0	23	0.78	4	0
16-25	Radisson - Denholm	48.4	3,730	65.90	10	4	0	14	0.21	7	0
16-26	Denholm - North Battleford	23.4	4,541	38.79	9	4	0	13	0.34	9	0
16-27	North Battleford - Bresaylor	41.5	3,236	48.98	7	1	0	8	0.16	1	0
16-28	Bresaylor - Maidstone	38.9	2,968	42.17	7	5	0	12	0.28	9	0
16-29	Maidstone - Marshall	36.8	4,117	55.27	11	5	0	16	0.29	6	0
16-30	Marshall - Lloydminster	17.4	6,527	41.55	3	2	0	5	0.12	3	0
	Subtotal - Hwy 16	**682.4**		**729.39**	**179**	**71**	**2**	**252**	**0.35**	**121**	**2**
17-3	Macklin - Alberta Border	57.0	719	14.96	4	0	0	4	0.27	0	0
17-4	Jct Hwy 14 (Alta) - Lone Rock	24.2	1,784	15.77	2	0	0	2	0.13	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MVKm	Collisions				Acc/ MVKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
17-5	Alberta Border - Lloydminster	25.0	2,844	23.86	5	1	2	8	0.34	2	2
17-6	Lloydminster - Jct Hwy 3	24.7	3,239	29.19	8	2	0	10	0.34	6	0
17-7	Jct Hwy 3 - N Sask. River	10.7	930	3.63	0	0	0	0	0.00	0	0
17-8	N Sask. River - Onion Lake	12.7	830	3.84	3	2	1	6	1.56	3	1
	Subtotal - Hwy 17	**152.3**		**91.24**	**22**	**5**	**3**	**30**	**0.33**	**11**	**3**
18-1	Manitoba Border - Carlevale	19.6	544	3.89	2	1	0	3	0.77	2	0
18-2	Carlevale - Jct Hwy 9	48.1	1,326	23.25	15	3	1	19	0.82	7	1
18-3	Jct Hwy 9 - Bienfait	44.1	1,524	24.53	9	1	0	10	0.41	2	0
18-4	Estevan - Torquay	38.3	657	9.17	11	0	0	11	1.20	0	0
18-5	Torquay - Oungre	22.8	351	2.91	2	0	0	2	0.69	0	0
18-6	Oungre - Lake Alma	29.3	257	2.74	4	0	0	4	1.46	0	0
18-7	Lake Alma - N Jct Hwy 6	28.0	188	1.92	3	1	0	4	2.09	2	0
18-8	S Jct Hwy 6 - Big Beaver	48.3	94	1.66	0	0	0	0	0.00	0	0
18-9	Big Beaver - E Jct Hwy 36	19.9	282	2.05	0	0	0	0	0.00	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	279	2.42	2	0	0	2	0.83	0	0
18-11	Rockglen - Wood Mountain	32.1	86	1.01	1	0	0	1	0.99	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	181	3.47	0	1	0	1	0.29	1	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	217	2.92	1	0	0	1	0.34	0	0
18-14	Ponteix Grid - Val Marie	35.7	100	1.31	0	0	0	0	0.00	0	0
18-15	S Jct Hwy 4 - Climax	42.2	132	2.03	3	0	0	3	1.48	0	0
18-16	Climax - Divide	65.7	118	2.82	4	0	0	4	1.42	0	0
18-17	Divide - Robsart	31.0	34	0.38	1	0	0	1	2.62	0	0
	Subtotal - Hwy 18	**617.9**		**88.48**	**58**	**7**	**1**	**66**	**0.75**	**14**	**1**
19-1	Jct Hwy 18 - Kincaid	26.3	244	2.34	0	0	0	0	0.00	0	0
19-2	Kincaid - S Jct Hwy 43	24.8	151	1.37	3	0	0	3	2.19	0	0
19-3	S Jct Hwy 43 - Jct Hwy 1	60.0	304	6.66	2	0	0	2	0.30	0	0
19-4	Chaplin - Central Butte	43.4	296	4.69	2	1	0	3	0.64	1	0
19-5	E Jct Hwy 42 - Elbow	40.6	214	3.17	3	0	0	3	0.95	0	0
19-6	Elbow - Jct Hwy 19	42.2	284	4.36	3	0	0	3	0.69	0	0
	Subtotal - Hwy 19	**237.3**		**22.58**	**13**	**1**	**0**	**14**	**0.62**	**1**	**0**
20-1	Lumsden - Jct Hwy 22	36.6	1,273	16.99	4	4	0	8	0.47	4	0
20-2	Jct Hwy 22 - Jct Hwy 15	55.3	606	12.24	6	3	0	9	0.74	5	0
20-3	Jct Hwy 15 - Jct Hwy 16	47.6	463	8.04	4	0	0	4	0.50	0	0
20-4	W Jct Hwy 16 - Humboldt	37.3	1,234	16.79	5	1	0	6	0.36	1	0
20-5	Humboldt - Pilger	33.5	757	9.27	4	1	0	5	0.54	1	0
20-6	Pilger - Crystal Springs	44.9	294	4.81	1	1	0	2	0.42	1	0
20-7	Crystal Springs - Jct Hwy 3	22.6	368	3.04	1	1	0	2	0.66	2	0
	Subtotal - Hwy 20	**277.8**		**71.18**	**25**	**11**	**0**	**36**	**0.51**	**14**	**0**
21-1	US Border - Goveniock	29.5	51	0.55	2	0	0	2	3.61	0	0
21-3	Jct Hwy 13 - Cypress Hills	34.4	299	3.75	7	2	0	9	2.40	2	0
21-4	Cypress Hills - Maple Creek	27.5	565	5.67	12	1	0	13	2.29	3	0
21-5	Maple Creek - Jct Hwy 1	8.3	1,889	5.70	4	0	0	4	0.70	0	0
21-6	Jct Hwy 1 - Fox Valley	52.8	401	7.72	2	1	0	3	0.39	1	0
21-7	Fox Valley - Leader	50.1	467	3.54	7	1	0	8	0.84	1	0
21-8	Leader - Eatonia	40.3	321	4.72	7	3	0	10	2.12	3	0
21-9	Glidden - Kindersley	26.2	907	8.66	2	1	0	3	0.35	1	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
21-10	Kindersley - Jct Hwy 31	36.0	1,364	17.92	12	1	0	13	0.73	1	0
21-11	Jct Hwy 31 - Kerrobert	13.6	935	4.63	2	0	0	2	0.43	0	0
21-12	Kerrobert - Unity	59.3	508	10.99	7	2	0	9	0.82	2	0
21-13	Unity - E Jct Hwy 40	35.7	287	3.73	2	2	0	4	1.07	2	0
21-14	W Jct Hwy 40 - Maidstone	37.8	175	2.41	0	1	0	1	0.41	1	0
21-15	Maidstone - E Jct Hwy 3	54.1	701	13.85	3	4	1	8	0.58	9	1
21-16	Paradise Hill - Peck Lake	36.7	259	3.47	4	3	0	7	2.02	6	0
21-17	Peck Lake - Ministikwan Lake	21.3	112	0.87	5	0	0	5	5.73	0	0
21-18	Ministikwan Lake - Pierceland	43.7	300	4.78	5	3	0	8	1.67	9	0
21-19	Pierceland - Northern Pine	22.2	151	1.23	0	2	0	2	1.63	4	0
	Subtotal - Hwy 21	**629.2**		**109.20**	**83**	**27**	**1**	**111**	**1.02**	**45**	**1**
22-1	Man. Border - S Jct Hwy 8	13.1	145	0.69	1	0	0	1	1.45	0	0
22-2	S Jct Hwy 8 - Stockholm	40.8	860	12.81	16	0	0	16	1.25	0	0
22-3	N Jct Hwy 9 - Jct Hwy 47	24.6	212	1.90	1	1	0	2	1.05	1	0
22-4	Killaly - Jct Hwy 10	51.8	366	6.93	3	4	0	7	1.01	6	0
22-5	Lipton - Southey	50.9	628	11.66	5	3	0	8	0.69	4	0
22-6	Southey - Jct Hwy 20	26.6	422	4.10	1	0	0	1	0.24	0	0
	Subtotal - Hwy 22	**207.8**		**38.09**	**27**	**8**	**0**	**35**	**0.92**	**11**	**0**
23-1	Jct Hwy 9 - Somme	31.6	197	2.27	10	0	0	10	4.40	0	0
23-2	Somme - Chelan	30.2	589	6.50	13	4	0	17	2.61	5	0
23-3	Chelan - Crooked River	37.9	428	5.92	4	2	0	6	1.01	2	0
23-4	N Jct Hwy 3 - Jct Hwy 55	62.4	790	18.00	9	0	0	9	0.50	0	0
	Subtotal - Hwy 23	**162.1**		**32.69**	**36**	**6**	**0**	**42**	**1.28**	**7**	**0**
24-1	Spiritwood - Leoville	32.2	827	9.73	1	2	0	3	0.31	2	0
24-2	Leoville - Chitek Lake	25.3	535	4.94	5	0	0	5	1.01	0	0
	Subtotal - Hwy 24	**57.6**		**14.67**	**6**	**2**	**0**	**8**	**0.55**	**2**	**0**
25-1	Birch Hills - St. Louis	29.1	329	3.48	1	0	0	1	0.29	0	0
26-1	Jct Hwy 4 - Meota	15.5	1,101	6.21	0	0	0	0	0.00	0	0
26-2	Meota - Turtleford	54.2	979	19.36	5	3	0	8	0.41	5	0
26-3	Turtleford - N Jct Hwy 3	29.2	604	6.45	2	0	0	2	0.31	0	0
26-4	N Jct Hwy 3 - Loon Lake	47.7	500	8.70	6	0	0	6	0.69	0	0
26-5	Loon Lake - Goodsoil	52.0	314	5.97	10	0	0	10	1.68	0	0
	Subtotal - Hwy 26	**198.5**		**46.68**	**23**	**3**	**0**	**26**	**0.56**	**5**	**0**
27-1	Jct Hwy 2 - Aberdeen	34.0	609	7.55	2	0	0	2	0.26	0	0
28-1	Lake Alma - Radville	39.8	208	3.03	2	0	0	2	0.66	0	0
28-2	Radville - Jct Hwy 13	20.1	445	3.26	3	3	0	6	1.84	5	0
	Subtotal - Hwy 28	**59.9**		**6.29**	**5**	**3**	**0**	**8**	**1.27**	**5**	**0**
29-1	Wilkie - Cloan Grid	23.1	926	7.82	0	0	0	0	0.00	0	0
29-2	Cloan Grid - Battleford	25.9	948	8.98	2	1	0	3	0.33	1	0
	Subtotal - Hwy 29	**49.1**		**16.80**	**2**	**1**	**0**	**3**	**0.18**	**1**	**0**
30-1	S Sask. River - Eston	22.6	175	1.44	1	0	0	1	0.69	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MVKm	Collisions				Acc/ MVKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
30-2	Eston - Jct Hwy 7	37.0	190	2.56	2	2	0	4	1.56	2	0
	Subtotal - Hwy 30	**59.6**		**4.01**	**3**	**2**	**0**	**5**	**1.25**	**2**	**0**
31-1	Jct Hwy 4 - Plenty	58.2	341	7.24	7	0	0	7	0.97	0	0
31-2	Plenty - S. Jct Hwy 21	35.8	358	4.67	0	1	0	1	0.21	1	0
31-3	Kerrobert - Salvador	37.7	449	6.18	4	0	0	4	0.65	0	0
31-4	Salvador - Macklin	37.8	757	10.44	3	4	0	7	0.67	4	0
	Subtotal - Hwy 31	**169.5**		**28.52**	**14**	**5**	**0**	**19**	**0.67**	**5**	**0**
32-1	Jct Hwy 1 - Success	22.9	1,382	11.56	0	0	0	0	0.00	0	0
32-2	Success - Cabri	33.6	630	7.74	2	1	0	3	0.39	1	0
32-3	Cabri - Lancer	38.9	541	7.67	2	0	0	2	0.26	0	0
32-4	Lancer - Leader	47.4	373	6.44	4	2	1	7	1.09	2	1
	Subtotal - Hwy 32	**142.8**		**33.41**	**8**	**3**	**1**	**12**	**0.36**	**3**	**1**
33-1	Stoughton - Fillmore	38.2	874	12.17	12	0	1	13	1.07	1	1
33-2	Fillmore - Francis	39.1	732	10.44	15	1	0	16	1.53	1	0
33-3	Francis - Kronau	38.4	1,308	18.32	8	4	0	12	0.65	9	0
33-4	Kronau - Regina	24.4	3,710	33.00	2	1	0	3	0.09	1	0
	Subtotal - Hwy 33	**140.0**		**75.94**	**37**	**6**	**1**	**44**	**0.60**	**12**	**1**
34-1	U.S. Border - Bengough	46.4	213	3.61	2	0	0	2	0.55	0	0
34-2	Bengough - Jct Hwy 13	16.3	380	2.27	0	0	0	0	0.00	0	0
	Subtotal - Hwy 34	**62.7**		**5.87**	**2**	**0**	**0**	**2**	**0.34**	**0**	**0**
35-1	US Border - Oungre	16.2	186	1.10	1	1	0	2	1.81	3	0
35-2	Oungre - Colgate	28.5	409	4.26	1	1	1	3	0.71	3	1
35-3	Colgate - Weyburn	29.1	885	9.38	2	0	0	2	0.21	0	0
35-4	Weyburn - Francis	47.7	690	12.01	5	3	0	8	0.67	5	0
35-5	Jct Hwy 33 - Jct Hwy 48	23.2	221	1.87	1	1	0	2	1.07	1	0
35-6	Jct Hwy 48 - Qu'Appelle	24.6	261	2.34	4	1	0	5	2.14	2	0
35-7	Qu'Appelle - Jct Hwy 10	19.8	430	3.11	5	1	0	6	1.93	1	0
35-8	Fort Qu'Appelle - Lipton	15.8	1,212	6.97	3	2	0	5	0.72	2	0
35-9	Lipton - Leross	43.2	639	10.07	4	1	0	5	0.50	2	0
35-10	Leross - Elfros	50.4	583	10.74	1	0	0	1	0.09	0	0
35-11	Elfros - Wadena	23.7	836	7.23	3	0	0	3	0.41	0	0
35-12	Wadena - Jct Hwy 49	21.7	944	7.48	2	1	0	3	0.40	3	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	684	11.57	9	2	0	11	0.95	2	0
35-14	Jct Hwy 349 - Tisdale	44.7	908	14.81	4	0	0	4	0.27	0	0
35-15	Tisdale - Jct Hwy 335	27.5	1,255	12.59	0	0	0	0	0.00	0	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,726	17.74	1	5	1	7	0.39	10	1
35-17	Jct Hwy 55 - Torch River	36.2	123	1.63	1	0	0	1	0.61	0	0
	Subtotal - Hwy 35	**526.7**		**134.90**	**47**	**19**	**2**	**68**	**0.50**	**34**	**2**
36-1	U.S. Border - W Jct Hwy 18	30.3	289	3.20	1	0	0	1	0.31	0	0
36-2	W Jct Hwy 18 - W Jct Hwy 13	39.4	319	4.60	7	0	0	7	1.52	0	0
36-3	E Jct Hwy 13 - Jct Hwy 2	64.7	213	5.02	5	1	0	6	1.20	2	0
	Subtotal - Hwy 36	**134.5**		**12.81**	**13**	**1**	**0**	**14**	**1.09**	**2**	**0**
37-1	US Border - Climax	23.0	102	0.85	0	0	0	0	0.00	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MVKm	Collisions				Acc/ MVKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
37-2	Climax - Shaunavon	52.1	434	8.25	13	0	0	13	1.58	0	0
37-3	Shaunavon - Gull Lake	52.4	1,018	19.48	11	0	1	12	0.62	1	1
37-4	Gull Lake - W Jct Hwy 332	33.3	353	4.29	1	0	0	1	0.23	0	0
37-5	E Jct Hwy 332 - Cabri	24.5	203	1.82	1	2	0	3	1.65	3	0
	Subtotal - Hwy 37	**186.4**		**34.66**	**26**	**2**	**1**	**29**	**0.84**	**4**	**1**
38-1	Kelvington - Perigord	22.3	515	4.19	5	0	0	5	1.19	0	0
38-2	Perigord - Chelan	34.4	256	3.32	6	0	0	6	1.88	0	0
38-5	Kuroki - Kelvington	31.4	284	3.26	2	0	0	2	0.61	0	0
	Subtotal - Hwy 38	**88.1**		**10.66**	**13**	**0**	**0**	**13**	**1.22**	**0**	**0**
39-1	U.S. Border - Bienfait	27.0	921	9.07	8	0	0	8	0.88	0	0
39-2	Bienfait - Estevan	9.5	4,164	14.50	11	2	0	13	0.90	2	0
39-3	Estevan - Midale	40.9	2,123	31.71	10	3	1	14	0.44	11	1
39-4	Midale - Weyburn	43.7	2,320	37.03	24	5	0	29	0.78	6	0
39-5	Weyburn - Yellow Grass	26.8	2,786	27.20	12	3	1	16	0.59	5	1
39-6	Yellow Grass - Corinne	44.6	2,420	39.40	7	5	0	12	0.30	7	0
39-7	Corinne - Pitman	34.2	920	11.48	5	3	0	8	0.70	10	0
39-8	Pitman - Jct Hwy 1	34.3	1,018	12.72	4	0	0	4	0.31	0	0
	Subtotal - Hwy 39	**261.0**		**183.11**	**81**	**21**	**2**	**104**	**0.57**	**41**	**2**
40-1	Jct Hwy 3 - Blaine Lake	56.1	1,137	23.30	4	0	1	5	0.21	1	1
40-2	Blaine Lake - Hafford	36.0	507	6.67	2	0	0	2	0.30	0	0
40-3	Hafford - North Battleford	63.9	741	17.30	3	4	0	7	0.40	6	0
40-4	Battleford - E Jct Hwy 21	57.6	1,066	22.41	9	5	0	14	0.62	6	0
40-5	E Jct Hwy 21 - Neilburg	35.5	776	10.05	2	1	0	3	0.30	2	0
40-6	Neilburg - Alberta Border	25.4	1,057	9.78	3	1	1	5	0.51	3	1
	Subtotal - Hwy 40	**274.5**		**89.51**	**23**	**11**	**2**	**36**	**0.40**	**18**	**2**
41-1	Melfort - Jct Hwy 20	56.0	1,146	23.42	4	3	0	7	0.30	6	0
41-2	Jct Hwy 20 - Wakaw	29.8	1,360	14.81	10	2	0	12	0.81	3	0
41-3	Wakaw - Aberdeen	51.3	1,696	31.76	11	2	0	13	0.41	2	0
41-4	Aberdeen - Jct Hwy 41	26.9	3,105	30.51	4	3	1	8	0.26	3	2
	Subtotal - Hwy 41	**164.0**		**100.50**	**29**	**10**	**1**	**40**	**0.40**	**14**	**2**
42-1	Tuxford - Keeler	25.0	720	6.56	1	0	0	1	0.15	0	0
42-2	Keeler - E Jct Hwy 19	42.4	439	6.78	2	0	0	2	0.29	0	0
42-3	E Jct Hwy 19 - Diefenbaker Lake	38.7	308	4.35	2	0	0	2	0.46	0	0
42-4	Diefenbaker Lake - Jct Hwy 342	37.7	232	3.19	0	2	0	2	0.63	2	0
42-5	Jct Hwy 342 - Milden	59.9	176	3.86	3	1	0	4	1.04	1	0
	Subtotal - Hwy 42	**203.6**		**24.75**	**8**	**3**	**0**	**11**	**0.44**	**3**	**0**
43-1	Jct Hwy 2 - Gravelbourg	37.9	412	5.70	3	0	0	3	0.53	0	0
43-2	Gravelbourg - S Jct Hwy 19	29.0	389	4.11	2	1	0	3	0.73	1	0
43-3	S Jct Hwy 19 - Jct Hwy 4	59.0	247	5.31	9	0	0	9	1.69	0	0
	Subtotal - Hwy 43	**125.9**		**15.13**	**14**	**1**	**0**	**15**	**0.99**	**1**	**0**
44-2	Davidson - Loreburn	44.0	244	3.93	4	1	0	5	1.27	2	0
44-3	N Jct Hwy 19 - Jct Hwy 45	28.4	224	2.32	2	0	0	2	0.86	0	0
44-4	Jct Hwy 45 - Dinsmore	28.3	97	1.01	1	0	0	1	0.99	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
44-5	Jct Hwy 42 - S Jct Hwy 4	40.4	169	2.50	1	0	0	1	0.40	0	0
44-6	S Jct Hwy 4 - Eston	54.0	401	7.90	3	3	0	6	0.76	4	0
44-7	Eston - Glidden	33.2	273	3.30	0	2	0	2	0.61	2	0
44-8	Glidden - Mantario	44.9	297	4.86	7	2	0	9	1.85	4	0
44-9	Mantario - Alsask	33.6	207	2.54	5	0	0	5	1.97	0	0
	Subtotal - Hwy 44	**306.9**		**28.35**	**25**	**8**	**0**	**31**	**1.09**	**12**	**0**
45-1	Lucky Lake - Birsay	18.4	339	2.28	0	0	0	0	0.00	0	0
45-2	Birsay - Jct Hwy 44	18.9	443	3.05	1	0	0	1	0.33	0	0
45-3	Jct Hwy 44 - E Jct Hwy 15	27.2	608	6.04	1	1	0	2	0.33	1	0
45-4	W Jct Hwy 15 - Delisle	49.7	731	13.25	4	3	0	7	0.53	3	0
	Subtotal - Hwy 45	**114.2**		**24.63**	**6**	**4**	**0**	**10**	**0.41**	**4**	**0**
46-1	Balgonie - Regina	19.7	3,648	26.27	10	7	1	18	0.69	9	1
47-1	U.S. Border - Estevan	15.3	864	4.82	4	1	0	5	1.04	1	0
47-2	Estevan - Stoughton	57.7	1,192	25.09	15	3	0	18	0.72	5	0
47-3	Stoughton - Jct Hwy 48	56.2	330	6.77	6	0	0	6	0.89	0	0
47-4	Jct Hwy 48 - W Jct Hwy 1	26.6	190	1.84	3	0	0	3	1.63	0	0
47-5	Grenfell - S Jct Hwy 22	39.9	438	6.38	9	2	0	11	1.72	4	0
47-6	S Jct Hwy 22 - Melville	22.8	730	6.08	4	0	0	4	0.66	0	0
47-7	Melville - Willowbrook	30.0	356	3.90	2	0	0	2	0.51	0	0
47-8	Willowbrook - Springside	19.1	229	1.59	2	0	0	2	1.26	0	0
47-9	Springside - Buchanan	42.2	253	3.90	2	0	0	2	0.51	0	0
47-10	Buchanan - Preeceville	33.8	208	2.57	2	0	0	2	0.78	0	0
	Subtotal - Hwy 47	**343.5**		**62.95**	**49**	**6**	**0**	**55**	**0.87**	**10**	**0**
48-1	Manitoba Border - Fairlight	19.0	225	1.56	1	1	0	2	1.28	1	0
48-2	Fairlight - S Jct Hwy 9	44.7	438	7.16	8	1	0	9	1.26	1	0
48-3	N Jct Hwy 9 - Jct Hwy 47	57.9	688	14.53	12	1	0	13	0.89	1	0
48-4	Jct Hwy 47 - Jct Hwy 35	63.3	754	17.40	7	0	1	8	0.46	2	2
48-5	Jct Hwy 35 - White City	40.4	1,158	17.06	12	2	0	14	0.82	2	0
	Subtotal - Hwy 48	**225.3**		**57.71**	**40**	**5**	**1**	**46**	**0.80**	**7**	**2**
49-1	Manitoba Border - Pelly	25.4	493	4.57	4	0	0	4	0.87	0	0
49-2	Pelly - Stenen	33.8	681	8.38	7	3	0	10	1.19	3	0
49-3	Stenen - Okla	31.8	422	4.91	6	2	0	8	1.63	2	0
49-4	Okla - Kelvington	33.9	395	4.89	7	1	0	8	1.64	2	0
49-5	Kelvington - Jct Hwy 35	19.5	741	5.28	3	1	0	4	0.76	5	0
	Subtotal - Hwy 49	**144.4**		**28.03**	**27**	**7**	**0**	**34**	**1.21**	**12**	**0**
51-1	Biggar - Tramping Lake	62.6	372	9.50	5	1	0	6	0.71	1	0
51-2	Tramping Lake - Kerrobert	25.9	339	3.21	3	2	0	5	1.56	3	0
51-3	Kerrobert - Major	34.4	391	4.92	7	0	0	7	1.42	0	0
51-4	Major - Alberta Border	29.6	258	2.79	1	1	0	2	0.72	2	0
	Subtotal - Hwy 51	**152.7**		**19.42**	**16**	**4**	**0**	**20**	**1.03**	**6**	**0**
52-1	Yorkton - Willowbrook	21.6	1,034	8.15	2	1	0	3	0.37	1	0
52-2	Willowbrook - Jct Hwy 15	49.1	409	7.33	4	4	0	8	1.09	6	0
	Subtotal - Hwy 52	**70.7**		**15.48**	**6**	**5**	**0**	**11**	**0.71**	**7**	**0**

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
54-1	Jct Hwy 11 - Regina Beach	17.4	1,693	10.75	2	3	0	5	0.46	3	0
55-2	Jct Hwy 9 - S of Pakwaw Lake	38.3	80	1.12	1	1	0	2	1.79	1	0
55-3	S of Pakwaw L. - W of Crack. R.	29.5	188	2.02	5	1	1	7	3.46	2	1
55-4	W of Crack R Br - Jct Hwy 123	36.7	334	4.47	7	1	0	8	1.79	2	0
55-5	Jct Hwy 123 - Nipawin	28.3	1,230	12.71	6	1	0	7	0.55	2	0
55-6	Nipawin - White Fox	12.2	1,958	8.73	1	3	0	4	0.46	8	0
55-7	White Fox - Smeaton	50.4	899	16.52	10	3	0	13	0.79	4	0
55-8	Smeaton - Meath Park	36.6	1,032	13.79	6	1	0	7	0.51	1	0
55-9	Meath Park - Prince Albert	41.4	3,338	50.49	7	4	0	11	0.22	9	0
55-10	Shellbrook - Debden	49.3	1,310	23.57	11	7	0	18	0.76	11	0
55-11	Debden - Big River	38.4	1,037	14.54	17	1	0	18	1.24	1	0
55-12	Big River - Jct Hwy 124	48.4	329	5.80	10	0	0	10	1.72	0	0
55-13	Jct 124 - Green Lake	28.0	316	3.23	1	0	0	1	0.31	0	0
55-14	Green Lake - Meadow Lake	47.8	1,047	18.29	6	3	1	10	0.55	5	1
55-15	Meadow Lake - S Jct Hwy 26	67.4	832	20.47	9	0	0	9	0.44	0	0
55-16	Peerless - Alberta Border	52.1	719	13.67	8	0	0	8	0.59	0	0
	Subtotal - Hwy 55	**604.9**		**209.41**	**105**	**26**	**2**	**133**	**0.64**	**48**	**2**
56-1	Indian Head - Katepwa Lake	21.1	463	3.56	3	0	0	3	0.84	0	0
56-2	Katepwa Lake - Fort Qu'Appelle	20.2	679	4.99	3	2	0	5	1.00	2	0
56-3	Fort Qu'Appelle - Echo Lake	11.3	854	3.53	3	1	1	5	1.42	2	1
	Subtotal - Hwy 56	**52.5**		**12.08**	**9**	**3**	**1**	**13**	**1.08**	**4**	**1**
57-1	Manitoba Border - Jct Hwy 5	19.3	544	3.83	3	0	0	3	0.78	0	0
58-1	Jct Hwy 18 - Lafleche	35.6	194	2.52	1	1	0	2	0.79	2	0
58-2	Lafleche - Gravelbourg	19.7	693	4.97	6	1	0	7	1.41	1	0
58-3	Gravelbourg - Jct Hwy 363	31.6	266	3.07	3	0	0	3	0.98	0	0
58-4	Jct Hwy 363 - Jct Hwy 1	36.2	56	0.73	0	0	0	0	0.00	0	0
	Subtotal - Hwy 58	**123.1**		**11.30**	**10**	**2**	**0**	**12**	**1.06**	**3**	**0**
60-1	Pike Lake - Saskatoon	23.9	1,351	11.80	3	4	0	7	0.59	8	0
80-1	Esterhazy - Churchbridge	31.4	695	7.97	12	0	0	12	1.51	0	0
80-2	Jct Hwy 16 - Jct Hwy 10	35.3	210	2.70	2	1	0	3	1.11	2	0
	Subtotal - Hwy 80	**66.7**		**10.67**	**14**	**1**	**0**	**15**	**1.41**	**2**	**0**
99-10	Jct Hwy 6 - Craven	20.9	126	0.96	2	0	0	2	2.07	0	0
102-25	La Ronge - Sucker River	30.3	911	10.08	1	2	0	3	0.30	2	0
102-26	Sucker River - Otter Rapids	54.3	328	6.50	1	3	0	4	0.62	4	0
102-27	Otter Rapids - Island Lake Cr	52.0	175	3.33	9	1	0	10	3.01	1	0
102-28	Island Lake Cr - Waddy River Br	36.4	137	1.82	1	1	0	2	1.10	3	0
102-29	Waddy River Br - Southend	43.4	175	2.77	3	1	0	4	1.44	3	0
	Subtotal - Hwy 102	**216.4**		**24.50**	**15**	**8**	**0**	**23**	**0.94**	**13**	**0**
106-01	Smeaton - Jct Hwy 120	67.5	341	8.40	9	1	0	10	1.19	1	0
106-02	Jct Hwy 20 - Jct Hwy 165	67.1	340	8.32	3	2	0	5	0.60	4	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
106-03	Jct Hwy 165 - Deschambault L.	82.1	302	9.05	6	2	0	8	0.88	3	0
106-04	Deschambault L. - Jct Hwy 135	40.6	330	4.89	4	2	0	6	1.23	5	0
106-05	Jct Hwy 135 - Flin Flon	68.5	415	10.37	3	0	0	3	0.29	0	0
	Subtotal - Hwy 106	**325.8**		**41.03**	**25**	**7**	**0**	**32**	**0.78**	**13**	**0**
120-01	Meath Park - Candle Lake	32.3	614	7.24	6	1	1	8	1.11	1	1
120-02	Candle Lake - Lower Fishing Lake	57.8	140	2.95	2	1	1	4	1.35	1	1
	Subtotal - Hwy 120	**90.1**		**10.19**	**8**	**2**	**2**	**12**	**1.18**	**2**	**2**
123-01	Jct Hwy 163 - Kennedy Creek	41.8	335	5.12	1	1	0	2	0.39	2	0
123-02	Kennedy Cr. - Cumberland House	92.1	89	3.00	6	4	1	11	3.67	6	1
	Subtotal - Hwy 123	**133.9**		**8.11**	**7**	**5**	**1**	**13**	**1.60**	**8**	**1**
135-01	Jct Hwy 106 - Pelican Narrows	51.6	294	5.54	6	1	0	7	1.26	3	0
135-02	Pelican Narrows - Sandy Bay	70.2	107	2.75	5	7	0	12	4.36	18	0
	Subtotal - Hwy 135	**121.8**		**8.29**	**11**	**8**	**0**	**19**	**2.29**	**21**	**0**
155-01	Green Lake - Jct Hwy 101	94.5	447	15.40	13	2	1	16	1.04	2	1
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	414	15.27	4	4	0	8	0.52	8	0
155-03	Buffalo Narrows - La Loche	105.3	383	14.72	4	6	0	10	0.68	9	0
	Subtotal - Hwy 155	**301.0**		**45.40**	**21**	**12**	**1**	**34**	**0.75**	**19**	**1**
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	119	4.14	2	2	1	5	1.21	5	1
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	157	3.18	4	0	0	4	1.26	0	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	72	1.46	1	1	0	2	1.37	1	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	125	3.02	6	1	0	7	2.32	1	0
	Subtotal - Hwy 165	**273.0**		**11.81**	**13**	**4**	**1**	**18**	**1.52**	**7**	**1**
167-01	Sturgeon Weir R. - Denare Beach	29.3	28	0.30	3	0	0	3	10.10	0	0
167-02	Denare Beach - Creighton	19.7	1,062	7.63	3	1	0	4	0.52	1	0
	Subtotal - Hwy 167	**49.0**		**7.93**	**6**	**1**	**0**	**7**	**0.88**	**1**	**0**
201-01	Broadview - Jct Hwy 247	19.2	442	3.10	2	0	0	2	0.65	0	0
202-01	Tuxford - Buffalo Pound Lake	15.5	152	0.86	1	0	0	1	1.16	0	0
204-01	Battlefords Provincial Park	5.2	2,575	4.84	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	4,180	6.38	1	1	0	2	0.31	2	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	805	2.12	5	0	0	5	2.36	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	550	2.43	1	1	0	2	0.82	1	0
	Subtotal - Hwy 210	**19.3**		**4.55**	**6**	**1**	**0**	**7**	**1.54**	**1**	**0**
211-01	Dundurn - Blackstrap Lake	7.3	495	1.31	1	0	0	1	0.76	0	0
212-01	Duck Lake - Saskatchewan River	25.5	536	4.99	1	3	0	4	0.80	7	0
219-01	Danielson Provincial Park	4.4	185	0.30	0	0	0	0	0.00	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	351	3.11	0	0	0	0	0.00	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
219-03	Jct Hwy 15 - White Cap I.R.	38.0	537	7.45	5	1	0	6	0.81	1	0
219-04	White Cap I.R. - Saskatoon	32.5	1,417	16.80	8	2	0	10	0.60	2	0
	Subtotal - Hwy 219	**99.2**		**27.66**	**13**	**3**	**0**	**16**	**0.58**	**3**	**0**
220-01	Bulyea - Rowan's Ravine	22.5	192	1.58	0	0	0	0	0.00	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	395	0.58	3	0	0	3	5.15	0	0
224-01	Jct Hwy 4 - Goodsoil	47.2	147	2.54	3	0	0	3	1.18	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	387	5.20	1	2	0	3	0.58	3	0
229-01	Jct Hwy 9 - Good Spirit P P	16.6	271	1.64	3	0	0	3	1.83	0	0
229-02	Good Spirit P P - Jct Hwy 47	6.6	230	0.55	0	0	0	0	0.00	0	0
	Subtotal - Hwy 229	**23.2**		**2.19**	**3**	**0**	**0**	**3**	**1.37**	**0**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.3	310	4.55	3	2	0	5	1.10	2	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	193	3.52	6	1	0	7	1.99	1	0
255-01	Jct Hwy 55 - Tobin Lake	23.4	167	1.42	0	0	0	0	0.00	0	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.9	163	0.47	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W Sk. Landing P. P.	3.6	25	0.03	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**11.5**		**0.50**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-01	Jct Hwy 2 - Prince Albert Park	18.1	705	4.66	3	3	0	6	1.29	7	0
264-01	Jct Hwy 2 - Prince Albert	8.0	570	1.66	2	1	0	3	1.81	3	0
265-01	Jct Hwy 20 - Candle Lake	28.8	444	4.67	2	0	1	3	0.64	0	2
271-01	Maple Creek - Cypress Hills	43.6	177	2.81	4	2	0	6	2.13	4	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	115	0.40	0	0	0	0	0.00	0	0
	Subtotal - Hwy 271	**53.2**		**3.21**	**4**	**2**	**0**	**6**	**1.87**	**4**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	238	1.84	0	0	0	0	0.00	0	0
302-01	S Sask River - Prince Albert	38.4	526	7.37	2	0	0	2	0.27	0	0
302-02	Prince Albert - 30 Km West	26.9	715	7.02	1	1	0	2	0.29	1	0
	Subtotal - Hwy 302	**65.3**		**14.39**	**3**	**1**	**0**	**4**	**0.28**	**1**	**0**
303-01	Turtleford - Jct Hwy 21	23.0	531	4.45	0	1	0	1	0.22	1	0
303-02	Jct Hwy 21 - Jct Hwy 16	45.6	719	11.97	1	4	1	6	0.50	5	1
	Subtotal - Hwy 303	**68.6**		**16.43**	**1**	**5**	**1**	**7**	**0.43**	**6**	**1**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	548	9.74	14	0	0	14	1.44	0	0
305-01	Warman - Jct Hwy 12	7.1	1,293	3.33	2	2	0	4	1.20	3	0
305-02	Jct Hwy 12 - Langham	20.6	674	5.08	5	4	0	9	1.77	8	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 305	**27.7**		**9.41**	**7**	**6**	**0**	**13**	**1.55**	**11**	**0**
306-01	Jct Hwy 35 - Riceton	39.0	63	0.89	1	0	0	1	1.12	0	0
306-02	Riceton - Jct Hwy 6	27.8	198	2.01	3	1	0	4	1.99	1	0
	Subtotal - Hwy 306	**66.8**		**2.90**	**4**	**1**	**0**	**5**	**1.72**	**1**	**0**
307-01	Jct Hwy 7 - Smiley	17.8	225	1.46	1	0	0	1	0.68	0	0
307-02	Smiley - Jct Hwy 21	29.3	451	4.82	1	0	0	1	0.21	0	0
	Subtotal - Hwy 307	**47.1**		**6.28**	**2**	**0**	**0**	**2**	**0.32**	**0**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	184	0.99	0	1	0	1	1.01	1	0
309-01	Ebenezer - Rhein	18.4	315	2.11	1	0	0	1	0.47	0	0
310-01	Balcarres - Ituna	43.3	394	6.22	3	1	0	4	0.64	1	0
310-03	Jct Hwy 52 - Foam Lake	50.9	172	3.19	0	1	0	1	0.31	2	0
310-04	Foam Lake - Kuroki	30.4	335	3.72	1	0	0	1	0.27	0	0
	Subtotal - Hwy 310	**124.5**		**13.13**	**4**	**2**	**0**	**6**	**0.46**	**3**	**0**
312-01	Wakaw - Rosthern	40.9	480	7.17	3	2	0	5	0.70	2	0
312-02	Rosthern - Jct Hwy 12	37.0	803	10.83	4	0	0	4	0.37	0	0
	Subtotal - Hwy 312	**77.9**		**18.00**	**7**	**2**	**0**	**9**	**0.50**	**2**	**0**
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	289	4.94	2	0	0	2	0.40	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	282	4.59	3	0	0	3	0.65	0	0
	Subtotal - Hwy 317	**91.5**		**9.53**	**5**	**0**	**0**	**5**	**0.52**	**0**	**0**
318-01	Carnduff - Alida	27.8	430	4.36	1	0	0	1	0.23	0	0
320-01	Jct Hwy 20 - Domremy	26.3	124	1.18	0	0	0	0	0.00	0	0
321-01	Liebenthal - Alberta Border	33.2	394	4.77	6	1	0	7	1.47	3	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	427	4.56	1	1	0	2	0.44	1	0
324-01	Jct Hwy 378 - Mayfair	18.6	139	0.94	0	0	0	0	0.00	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	280	4.49	2	0	0	2	0.45	0	0
334-01	Jct Hwy 13 - Avonlea	62.4	158	3.59	1	0	0	1	0.28	0	0
334-02	Avonlea - Corinne	33.9	508	6.28	3	3	0	6	0.96	8	0
	Subtotal - Hwy 334	**96.3**		**9.87**	**4**	**3**	**0**	**7**	**0.71**	**8**	**0**
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	475	3.68	0	1	0	1	0.27	2	0
335-02	Jct Hwy 35 - Gronlid	29.4	449	4.81	0	0	0	0	0.00	0	0
	Subtotal - Hwy 335	**50.6**		**8.49**	**0**	**1**	**0**	**1**	**0.12**	**2**	**0**
339-01	Avonlea - Jct Hwy 39	50.1	332	6.06	1	0	0	1	0.16	0	0
340-01	Radisson - Hafford	30.6	345	3.86	5	0	0	5	1.30	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
342-01	Jct Hwy 42 - Beechy	11.8	235	1.01	3	0	0	3	2.98	0	0
342-02	Beechy - Clearwater Lake	43.2	168	2.65	6	0	0	6	2.26	0	0
342-03	Clearwater Lake - Jct Hwy 4	7.5	157	0.43	0	1	0	1	2.34	2	0
342-04	Jct Hwy 4 - Lacadena	31.2	82	0.94	1	0	0	1	1.07	0	0
342-05	Lacadena - Jct Hwy 44	29.7	92	1.00	0	0	0	0	0.00	0	0
	Subtotal - Hwy 342	**125.4**		**6.03**	**10**	**1**	**0**	**11**	**1.82**	**2**	**0**
343-01	Jct Hwy 4 - Simmie	32.9	116	1.40	0	0	0	0	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.2	227	1.92	0	0	0	0	0.00	0	0
349-11	Jct Hwy 35 - Naicam	32.6	408	4.85	1	0	0	1	0.21	0	0
	Subtotal - Hwy 349	**55.7**		**6.77**	**1**	**0**	**0**	**1**	**0.15**	**0**	**0**
350-01	U.S. Border - Jct Hwy 18	16.3	150	0.89	0	0	0	0	0.00	0	0
354-01	Bethune - Dilke	20.6	253	1.90	0	0	0	0	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	303	3.10	1	1	0	2	0.65	2	0
355-02	Spruce Home - 11 km West	17.4	830	5.28	2	2	0	4	0.76	2	0
	Subtotal - Hwy 355	**45.5**		**8.38**	**3**	**3**	**0**	**6**	**0.72**	**4**	**0**
357-01	Togo - Jct Hwy 8	20.4	140	1.04	1	0	0	1	0.96	0	0
358-01	Wood Mountain - Limerick	42.6	201	3.12	2	1	0	3	0.96	1	0
361-11	Manitoba Border - Jct Hwy 8	18.8	119	0.82	1	1	0	2	2.45	1	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	154	2.69	1	0	0	1	0.37	0	0
361-13	Jct Hwy 9 - Jct Hwy 47	55.2	335	6.76	7	1	0	8	1.18	1	0
	Subtotal - Hwy 361	**121.7**		**10.27**	**9**	**2**	**0**	**11**	**1.07**	**2**	**0**
363-01	Moose Jaw - Courval	70.6	248	6.39	2	1	0	3	0.47	1	0
363-02	Courval - Hodgeville	57.5	127	2.67	1	2	0	3	1.13	4	0
363-03	Hodgeville - Jct Hwy 4	69.9	213	5.45	4	1	0	5	0.92	1	0
	Subtotal - Hwy 363	**198.0**		**14.50**	**7**	**4**	**0**	**11**	**0.76**	**6**	**0**
364-01	Balgonie - Edgeley	37.3	433	5.88	3	2	0	5	0.85	3	0
365-01	Watrous - Plunkett	35.3	468	6.03	6	1	1	8	1.33	5	1
367-01	Eyebrow - Jct Hwy 19	23.8	185	1.60	0	0	0	0	0.00	0	0
368-01	Muenster - St. Brieux	56.5	564	11.63	2	4	0	6	0.52	4	0
368-02	St. Brieux - Beatty	33.4	463	5.65	0	1	0	1	0.18	1	0
	Subtotal - Hwy 368	**89.9**		**17.28**	**2**	**5**	**0**	**7**	**0.41**	**5**	**0**
369-01	Jct Hwy 10 - Togo	20.6	54	0.41	1	0	0	1	2.46	0	0
371-01	Fox Valley - Alberta Border	41.5	288	4.36	4	0	1	5	1.15	0	1

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
373-01	Jct Hwy 42 - Birsay	14.0	137	0.70	1	1	0	2	2.87	3	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	126	2.29	1	0	0	1	0.44	0	0
376-01	Jct Hwy 14 - Arelee	29.4	147	1.58	4	0	0	4	2.54	0	0
376-02	Arelee - Sonningdale	26.1	85	0.80	2	1	0	3	3.73	1	0
376-03	Sonningdale - Maymont	21.4	186	1.45	2	0	0	2	1.38	0	0
376-04	Maymont - Jct Hwy 40	18.0	130	0.85	0	0	0	0	0.00	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	101	0.95	0	0	0	0	0.00	0	0
	Subtotal - Hwy 376	**120.7**		**5.64**	**8**	**1**	**0**	**9**	**1.60**	**1**	**0**
377-01	Radville - Ceylon	22.9	296	2.47	4	2	0	6	2.43	2	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	302	7.38	4	0	0	4	0.54	0	0
378-02	Rabbit Lake - Spiritwood	41.6	247	3.74	1	1	0	2	0.53	1	0
	Subtotal - Hwy 378	**108.6**		**11.12**	**5**	**1**	**0**	**6**	**0.54**	**1**	**0**
379-01	McMahon - Wymark	18.4	147	0.99	0	0	0	0	0.00	0	0
381-01	MacNutt - Jct Hwy 8	24.6	79	0.71	1	1	0	2	2.82	1	0
397-01	Allan - Elstow	12.4	858	3.88	1	0	0	1	0.26	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	261	4.79	2	1	0	3	0.63	2	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	176	3.55	1	0	0	1	0.28	0	0
903-03	Jct Hwy 965 - End	73.6	55	1.48	0	1	0	1	0.67	1	0
	Subtotal - Hwy 903	**179.2**		**9.83**	**3**	**2**	**0**	**5**	**0.51**	**3**	**0**
904-01	Jct Hwy 224 - Jct Hwy 903	73.4	66	1.78	1	1	0	2	1.12	1	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	88	2.17	5	1	0	6	2.77	1	0
905-02	Atwater L. Acc - Courtney L. Acc	79.3	51	1.49	3	0	0	3	2.02	0	0
905-03	Courtney L. Acc. - to W. Lodge	88.6	65	2.12	3	3	0	6	2.83	7	0
905-04	W. Lodge Access - Henday Lake	32.7	70	0.84	1	0	0	1	1.20	0	0
	Subtotal - Hwy 905	**268.3**		**6.61**	**12**	**4**	**0**	**16**	**2.42**	**8**	**0**
908-01	Jct Hwy 155 - End	20.6	354	2.66	5	2	0	7	2.63	2	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	215	2.36	1	1	0	2	0.85	2	0
910-01	Jct Hwy 165 - End	34.1	31	0.38	0	0	0	0	0.00	0	0
911-01	Jct Hwy 106 - Deschambault L.	30.6	120	1.34	1	2	0	3	2.24	4	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	11	0.26	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	12	0.15	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**102.0**		**0.41**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	54	0.81	2	0	0	2	2.47	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	16	0.14	0	0	0	0	0.00	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MVKm	Collisions				Acc/ MVKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
	Subtotal - Hwy 913	**65.2**		**0.95**	**2**	**0**	**0**	**2**	**2.10**	**0**	**0**
914-01	Jct Hwy 165 - Pinehouse Lake	49.2	105	1.88	2	0	0	2	1.06	0	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	40	0.37	0	0	0	0	0.00	0	0
914-03	Churchill River - Key Lake	194.3	25	1.80	1	0	1	2	1.11	1	1
	Subtotal - Hwy 914	**268.8**		**4.05**	**3**	**0**	**1**	**4**	**0.99**	**1**	**1**
915-01	Jct Hwy 102 - Stanley Mission	35.8	150	1.96	2	1	0	3	1.53	1	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	84	1.26	0	1	0	1	0.79	1	0
916-02	Jct Hwy 921- Jct Hwy 917	48.7	45	0.80	1	0	0	1	1.25	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	68	0.50	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	**110.5**		**2.57**	**1**	**1**	**0**	**2**	**0.78**	**1**	**0**
917-01	Jct Hwy 916 - End	37.0	48	0.65	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (I.R. Bdry - End)	92.4	96	3.23	2	2	0	4	1.24	2	0
919-01	Jct Hwy 21 - Cold River	20.9	89	0.68	1	0	0	1	1.47	0	0
919-02	Cold River - SK Alta Border	54.2	52	1.02	0	0	1	1	0.98	1	1
	Subtotal - Hwy 919	**75.0**		**1.70**	**1**	**0**	**1**	**2**	**1.18**	**1**	**1**
920-03	Jct Hwy 106 - Jct Hwy 932	30.8	43	0.49	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	33.3	130	1.57	5	0	0	5	3.18	0	0
922-02	N Jct Hwy 940 - Jct Hwy 916	61.3	30	0.66	1	0	0	1	1.51	0	0
	Subtotal - Hwy 922	**94.6**		**2.24**	**6**	**0**	**0**	**6**	**2.68**	**0**	**0**
923-01	Jct Hwy 922 - End	22.79	455	3.78	0	0	0	0	0.00	0	0
924-01	Jct Hwy 55 - Dore' Lake	65.3	93	2.22	0	0	0	0	0.00	0	0
925-01	Jct Hwy 155 - Dillon	58.8	147	3.16	1	2	0	3	0.95	6	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	53	0.43	1	1	0	2	4.62	2	0
	Subtotal - Hwy 925	**81.0**		**3.59**	**2**	**3**	**0**	**5**	**1.39**	**8**	**0**
926-01	Jct Hwy 120 - Jct Hwy 969	78.6	30	0.86	1	1	0	2	2.33	2	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	15	0.13	1	0	0	1	7.84	0	0
928-01	Jct Hwy 120-0.4Km SE of Park Bd.	22.8	31	0.26	0	0	0	0	0.00	0	0
930-01	Jct Hwy 2 - Jct Hwy 969	13.5	130	0.64	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
932-01	Jct Hwy 106 - Jct Hwy 920-03	21.2	15	0.11	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.1	10	0.04	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	48.8	34	0.61	0	0	0	0	0.00	0	0

2000 Traffic Collision Statistics Sorted by Highway Control Section

Figure 11.1

Control Section	Location	Length in Km's	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
936-01	Jct Hwy 2 - End	42.3	5	0.08	0	0	0	0	0.00	0	0
937-01	Jct. Hwy 939 - End	14.7	12	0.06	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7km North	47.7	18	0.31	0	0	0	0	0.00	0	0
940-01	Jct Hwy 922 - End	8.5	25	0.08	0	0	0	0	0.00	0	0
941-01	Jct Hwy 904 - S Jct Hwy 951	21.9	74	0.59	0	1	0	1	1.69	6	0
942-01	Jct Hwy 55 - 42Km N Jct Hwy 943	56.0	32	3.00	3	0	0	3	1.00	0	0
943-01	Hwy 942 - Jct Hwy 946	27.6	30	0.30	0	1	0	1	3.31	1	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	38.5	15	0.21	0	0	0	0	0.00	0	0
945-01	23.3 Km S of Jct Hwy 943	29.0	44	0.47	1	0	0	1	2.14	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	50	0.64	1	0	0	1	1.38	0	0
952-01	8.30 Km S of Jct Hwy 953	8.3	25	0.00	0	1	0	1	N/A	5	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	235	2.78	1	1	0	2	0.72	1	0
955-04	La Loche - Cluff Lake	244.9	50	4.43	3	1	0	4	0.90	1	0
962-01	Eldorado - Uranium City	12.5	1,875	8.55	0	0	0	0	0.00	0	0
964-01	Black Lake - Stony Rapids	22.0	10	0.08	2	3	0	5	62.27	3	0
965-05	Jct Hwy 155 - Jct Hwy 903	49.1	178	3.19	5	2	0	7	2.19	3	0
969-01	Jct Hwy 2 - Jct Hwy 930	13.1	300	1.43	0	0	0	0	0.00	0	0
969-02	Jct Hwy 930 - Jcy Hwy 165	107.8	56	2.20	3	0	1	4	1.82	0	1
	Subtotal - Hwy 969	**120.9**		**3.64**	**3**	**0**	**1**	**4**	**1.10**	**0**	**1**
980-02	83.20 Km S of Armit Jct Hwy 3	94.0	30	1.03	0	1	0	1	0.97	2	0
982-01	N of Swan Plain - Jct Hwy 983	26.8	29	0.29	0	0	0	0	0.00	0	0
982-02	Jct Hwy 983 - Jcy Hwy 9	30.6	24	0.27	2	0	0	2	7.55	0	0
	Subtotal - Hwy 982	**57.4**		**0.55**	**2**	**0**	**0**	**2**	**3.63**	**0**	**0**
983-02	Jct Hwy 982 - Jct Hwy 9	30.7	13	0.15	0	0	0	0	0.00	0	0
984-01	9 Km S of Jct Hwy 983-Jct Hwy 23	14.0	36	0.18	1	0	0	1	5.51	0	0
	Other*				29	11	2	42		18	2
GRAND TOTAL		**23,225**		**7,544**	**3,087**	**1,061**	**77**	**4,225**	**0.56**	**1,805**	**88**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Number of Highway Collisions by Road Classification and Severity

Figure 11.2

Highway Road Classification		Collisions				Victims	
		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
110	Major Arterial	1,221	527	37	1,785	944	43
120	Minor Arterial	1,001	253	23	1,277	405	27
130	Collector	690	222	9	921	340	9
140	Local	174	59	8	241	116	9
	Not Stated	1	0	0	1	0	0
	TOTAL	**3,087**	**1,061**	**77**	**4,225**	**1,805**	**88**

2000 Traffic Collision Statistics
Urban communities with a population of 5,000 or more

Figure 11.3

Community	Census Population	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ 100 pop	Persons: Injured	Persons: Killed
Estevan	10,752	296	31	0	327	3.04	42	0
Humboldt	5,074	106	14	1	121	2.38	15	1
Lloydminster	7,636	175	64	0	239	3.13	102	0
Melfort	5,759	79	15	1	95	1.65	25	1
Moose Jaw	32,973	867	186	1	1054	3.20	254	1
North Battleford	14,051	304	73	1	378	2.69	115	1
Prince Albert	34,777	599	129	0	728	2.09	192	0
Regina	180,400	5,169	1,454	5	6,628	3.67	1,953	5
Saskatoon	193,647	6,583	1,231	11	7,825	4.04	1,594	11
Swift Current	14,890	310	43	0	353	2.37	61	0
Weyburn	9,723	197	18	1	216	2.22	23	1
Yorkton	15,154	310	90	0	400	2.64	134	0
Total	**524,836**	**14,995**	**3,348**	**21**	**18,364**	**3.50**	**4,510**	**21**

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of the TAIS contacts in each city is provided below.

Estevan	Mr. Firoz Kara	(306) 634-1800
Lloydminster	Mr. Ed Thornhill	(780) 871-8335
Melfort	Mr. Don Graham	(306) 752-5911
Melville	Mr. Dale Heshka	(306) 728-6865
Moose Jaw	Mr. Dorian Wandzura	(306) 694-4473
North Battleford	Mr. Randy Steriloff	(306) 445-1735
Prince Albert	Mr. Ron Liebreich	(306) 953-4900
Regina	Ms. Monique Kealey	(306) 777-7424
Saskatoon	Mr. Don Cook	(306) 975-2642
Swift Current	Mr. Bert Enman	(306) 778-2777
Weyburn	Mr. Robert Kinash	(306) 848-3230
Yorkton	Mr. Matt Bernatt	(306) 786-1730

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas.

2000 Pedestrian Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.4

Community	Collisions			Persons	
	Personal Injury	Fatal	Total	Injured	Killed
Estevan	1	0	1	1	0
Humboldt	3	0	3	3	0
Lloydminster	1	0	1	1	0
Melfort	1	0	1	1	0
Moose Jaw	23	0	23	23	0
North Battleford	8	1	9	12	1
Prince Albert	20	0	20	21	0
Regina	119	3	122	124	3
Saskatoon	100	3	103	106	3
Swift Current	2	0	2	3	0
Weyburn	2	0	2	2	0
Yorkton	6	0	6	6	0
Total	286	7	293	303	7

2000 Bicycle Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	1	1	0	2	1	0
Humboldt	0	1	0	1	1	0
Lloydminster	0	2	0	2	2	0
Melfort	0	2	0	2	2	0
Moose Jaw	3	12	0	15	12	0
North Battleford	2	4	0	6	4	0
Prince Albert	1	8	0	9	8	0
Regina	22	72	0	94	76	0
Saskatoon	16	66	0	82	68	0
Swift Current	0	7	0	7	7	0
Weyburn	0	2	0	2	2	0
Yorkton	0	5	0	5	5	0
Total	45	182	0	227	188	0

2000 Alcohol-Involved Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.6

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	6	1	0	7	1	0
Humboldt	2	2	1	5	3	1
Lloydminster	9	5	0	14	10	0
Melfort	0	2	0	2	3	0
Moose Jaw	28	12	0	40	19	0
North Battleford	15	4	1	20	10	1
Prince Albert	45	15	0	60	29	0
Regina	177	146	2	325	228	2
Saskatoon	155	65	4	224	95	4
Swift Current	7	2	0	9	4	0
Weyburn	4	4	0	8	6	0
Yorkton	16	6	0	22	11	0
Total	494	284	8	786	419	8

2000 Traffic Collision Statistics in Three Cities by Location

Collisions Listed Are in Order Of 2000 Collision Frequency

Figure 11.7

	Traffic	Collisions			Collisions/
Saskatoon	**Control**	**1998**	**1999**	**2000**	**10 mil veh***
CIRCLE DR. & 22ND ST.	Signal	62	75	89	39.33
AVE. C & CIRCLE DR.	Signal	80	82	79	40.31
ACADIA DR. & 8th ST.	Signal	35	56	53	36.58
WARMAN RD. & LENORE DR.	Signal	51	37	51	36.48
CONFEDERATION DR & 22ND ST	Signal	41	58	48	26.84
MILLAR AVE. & CIRCLE DR.	Signal	38	40	48	24.13
UNIVERSITY BRIDGE	Mid-Block	31	23	43	28.73
CIRCLE DR. & ATTRIDGE DR.	Signal	32	27	42	19.74
IDYLWYLD DR. & 33RD ST.	Signal	32	40	40	23.62
SPADINA CRES. & 25th ST.	Signal	10	14	39	26.06
WARMAN RD: - CIRCLE DR OVERP	Mid-Block	22	37	38	32.74
AVE. P & 22ND ST.	Signal	28	34	37	22.38
NORTHRIDGE DR.& CIRCLE DR.	Signal	21	25	34	20.65
PRESTON AVE. & 8TH ST.	Signal	38	47	34	19.37
CIRCLE DRIVE & 8TH STREET (EAST)	Signal	59	54	32	22.77
Regina					
FLEET ST & VICTORIA AVE	Signal	37	33	54	29.83
ALBERT ST & SASKATCHEWAN DR	Signal	65	73	48	26.62
ALBERT ST & AVONHURST DR	Signal	29	29	45	29.49
DEWDNEY AVE & LEWVAN DR	Signal	33	30	45	26.69
PASQUA ST N & RING RD	Signal	56	35	44	30.52
4TH AVE & LEWVAN DR	Signal	23	44	38	33.37
ARCOLA AVE & VICTORIA AVE	Signal	16	34	36	24.00
BROAD ST & SASKATCHEWAN DR	Signal	26	31	33	16.29
4TH AVE & ALBERT ST	Signal	27	31	32	17.43
RING RD (MCDONALD ST - WINNIPEG ST)	Mid-Block	11	19	31	22.53
ALBERT ST & GORDON RD	Signal	29	30	29	19.72
ALBERT ST & PARLIAMENT AVE	Signal	33	33	29	20.53
VICTORIA AVE (GLENCAIRN RD - EAST RAMPS)	Mid-Block	21	20	29	15.99
PARK ST & VICTORIA AVE	Signal	23	23	28	17.32
VICTORIA AVE & RING RD	Signal	39	42	28	10.45
Prince Albert					
2 AVE. W & 15 ST.	Signal	13	21	16	19.88
2 AVE. W & 28 ST.	Signal	12	8	14	23.09
2 AVE. W & 12 ST.	Signal	10	15	12	20.23
6 AVE. E & 15 ST.	Signal	13	14	12	24.03
6 AVE. E & 28 ST.	Signal	5	10	11	24.54
2 AVE. W & 32 ST.	Signal	8	11	10	17.16
6 AVE. E & MARQUIS RD.	Signal	2	6	9	26.46
1 AVE. W & 15 ST.	Signal	4	12	8	17.91
6 AVE. W & 15 ST.	Signal	9	8	8	28.39
CENTRAL AVE. & 15 ST.	Signal	6	4	8	17.69
15 AVE. E & 28 ST.	Signal	3	5	7	15.26
2 AVE. W & MARQUIS RD.	Signal	20	15	7	12.98
HWY #2- DIEFENBAKER BR- SB	Mid-Block	2	13	7	15.10
15 ST. W - 100 BLK	Mid-Block	6	4	6	8.39
28 ST. E - 500 BLK	Mid-Block	4	5	6	13.08

* Collisions per 10 million vehicles travelling through the location

2000 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons: Injured	Persons: Killed
Aberdeen	474	2	0	0	2	0.42	0	0
Air Ronge	957	4	1	0	5	0.52	1	0
Alameda	304	6	0	0	6	1.97	0	0
Allan	702	5	1	0	6	0.85	1	0
Arborfield	437	3	0	0	3	0.69	0	0
Archerwill	254	3	0	0	3	1.18	0	0
Arcola	517	4	0	0	4	0.77	0	0
Asquith	533	3	0	0	3	0.56	0	0
Assiniboia	2,653	46	6	0	52	1.96	13	0
Avonlea	402	1	2	0	3	0.75	6	0
Balcarres	661	7	2	0	9	1.36	2	0
Balgonie	1,132	15	2	0	17	1.50	3	0
Battleford	3,936	28	9	0	37	0.94	12	0
Beauval	785	1	1	0	2	0.25	1	0
Beechy	281	3	0	0	3	1.07	0	0
Bengough	488	4	0	0	4	0.82	0	0
Bethune	375	5	1	0	6	1.60	1	0
Blenfait	826	7	1	0	8	0.97	2	0
Big River	826	16	1	0	17	2.06	1	0
Biggar	2,351	37	1	0	38	1.62	1	0
Birch Hills	945	2	2	0	4	0.42	2	0
Bjorkdale	262	1	0	0	1	0.38	0	0
Blaine Lake	516	6	0	0	6	1.16	0	0
Bredenbury	368	1	0	0	1	0.27	0	0
Broadview	751	4	0	0	4	0.53	0	0
Bruno	648	8	1	0	9	1.39	1	0
Buchanan	279	2	0	0	2	0.72	0	0
Buena Vista	343	2	0	0	2	0.58	0	0
Buffalo Narrows	1,053	13	8	1	22	2.09	14	1
Burstall	426	3	0	0	3	0.70	0	0
Cabri	529	4	2	0	6	1.13	3	0
Canora	2,208	25	1	0	26	1.18	1	0
Canwood	345	2	1	0	3	0.87	3	0
Carievale	253	2	0	0	2	0.79	0	0
Carlyle	1,252	25	4	0	29	2.32	8	0
Carnduff	1,069	21	0	1	22	2.06	2	1
Caronport	1,147	6	1	0	7	0.61	1	0
Carrot River	1,032	13	0	0	13	1.26	0	0
Central Butte	521	4	0	0	4	0.77	0	0
Chaplin	314	1	1	0	2	0.64	1	0
Choiceland	417	2	2	0	4	0.96	2	0
Churchbridge	815	5	1	0	6	0.74	1	0
Clavet	339	1	0	0	1	0.29	0	0
Codette	278	1	0	0	1	0.36	0	0
Coleville	323	7	0	0	7	2.17	0	0
Colonsay	428	3	0	0	3	0.70	0	0
Coronach	949	9	0	0	9	0.95	0	0
Craik	441	4	0	0	4	0.91	0	0

2000 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons: Injured	Persons: Killed
Craven	278	1	1	0	2	0.72	1	0
Creighton	1,713	16	3	0	19	1.11	5	0
Cudworth	752	5	0	0	5	0.66	0	0
Cumberland House	836	3	1	0	4	0.48	2	0
Cupar	592	3	1	0	4	0.68	1	0
Cut Knife	585	5	0	0	5	0.85	0	0
Dalmeny	1,470	12	0	0	12	0.82	0	0
Davidson	1,105	12	4	0	16	1.45	7	0
Debden	423	1	1	0	2	0.47	3	0
Delisle	840	9	0	1	10	1.19	2	1
Denare Beach	776	3	1	0	4	0.52	1	0
Deschambault Lake	695	3	0	0	3	0.43	0	0
Dinsmore	328	5	0	0	5	1.52	0	0
Duck Lake	667	6	1	0	7	1.05	2	0
Dundurn	476	3	1	0	4	0.84	1	0
Earl Grey	268	2	0	0	2	0.75	0	0
Eastend	616	6	0	0	6	0.97	0	0
Eatonia	469	7	1	0	8	1.71	1	0
Edam	398	1	0	0	1	0.25	0	0
Elbow	295	1	0	0	1	0.34	0	0
Elrose	557	7	1	1	9	1.62	3	1
Esterhazy	2,602	13	2	0	15	0.58	2	0
Eston	1,119	12	0	0	12	1.07	0	0
Fillmore	286	4	1	0	5	1.75	1	0
Flin Flon	289	2	0	0	2	0.69	0	0
Foam Lake	1,303	10	0	0	10	0.77	0	0
Fort Qu'Appelle	1,997	40	6	0	46	2.30	8	0
Fox Valley	359	8	0	0	8	2.23	0	0
Frontier	309	1	0	0	1	0.32	0	0
Gainsborough	296	3	0	0	3	1.01	0	0
Glaslyn	374	5	1	0	6	1.60	1	0
Goodsoil	278	0	0	0	0	0.00	0	0
Govan	316	1	0	0	1	0.32	0	0
Grand Coulee	336	2	1	0	3	0.89	1	0
Gravelbourg	1,211	26	3	0	29	2.39	3	0
Green Lake	536	2	0	0	2	0.37	0	0
Grenfell	1,106	12	3	0	15	1.36	4	0
Gull Lake	1,078	18	0	0	18	1.67	0	0
Hafford	424	2	0	0	2	0.47	0	0
Hague	688	8	0	0	8	1.16	0	0
Hanley	491	1	0	0	1	0.20	0	0
Hepburn	442	2	0	0	2	0.45	0	0
Herbert	855	7	1	0	8	0.94	1	0
Hudson Bay	1,883	41	6	0	47	2.50	8	0
Imperial	382	4	0	0	4	1.05	0	0
Indian Head	1,833	18	1	0	19	1.04	4	0
Invermay	295	1	0	0	1	0.34	0	0
Ituna	743	11	1	0	12	1.62	1	0

2000 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons: Injured	Persons: Killed
Kamsack	2,264	29	3	0	32	1.41	8	0
Kelliher	338	2	1	0	3	0.89	1	0
Kelvington	1,046	8	0	0	8	0.76	0	0
Kenaston	323	2	1	0	3	0.93	1	0
Kerrobert	1,109	11	0	0	11	0.99	0	0
Kindersley	4,679	86	13	1	100	2.14	21	1
Kinistino	691	2	2	0	4	0.58	2	0
Kipling	1,004	10	0	0	10	1.00	0	0
Kyle	479	0	0	0	0	0.00	0	0
La Loche	1,966	16	9	0	25	1.27	12	0
La Ronge	2,964	25	6	0	31	1.05	6	0
Lafleche	476	4	0	0	4	0.84	0	0
Lake Lenore	290	2	0	0	2	0.69	0	0
Lampman	648	7	0	0	7	1.08	0	0
Langenburg	1,119	10	0	0	10	0.89	0	0
Langham	1,104	1	0	0	1	0.09	0	0
Lanigan	1,368	5	0	0	5	0.37	0	0
Lashburn	674	5	1	0	6	0.89	1	0
Leader	983	16	1	0	17	1.73	1	0
Leask	435	3	1	0	4	0.92	1	0
Lemberg	353	5	2	0	7	1.98	3	0
Leoville	359	6	0	0	6	1.67	0	0
Leroy	420	7	0	0	7	1.67	0	0
Lestock	301	0	0	0	0	0.00	0	0
Lipton	345	1	1	0	2	0.58	3	0
Loon Lake	390	3	1	0	4	1.03	1	0
Lucky Lake	353	5	0	0	5	1.42	0	0
Lumsden	1,530	17	1	0	18	1.18	1	0
Luseland	622	2	1	0	3	0.48	1	0
Macklin	1,281	15	1	0	16	1.25	2	0
Maidstone	962	7	0	0	7	0.73	0	0
Mankota	326	0	0	0	0	0.00	0	0
Manor	347	0	0	0	0	0.00	0	0
Maple Creek	2,307	40	5	0	45	1.95	10	0
Marsden	263	1	0	0	1	0.38	0	0
Marshall	605	1	0	0	1	0.17	0	0
Martensville	3,477	22	6	0	28	0.81	11	0
Maryfield	363	3	2	0	5	1.38	3	0
Mclean	262	3	0	0	3	1.15	0	0
Meadow Lake	4,813	66	15	0	81	1.68	18	0
Melville	4,646	63	10	0	73	1.57	14	0
Meota	274	1	0	0	1	0.36	0	0
Midale	522	5	1	0	6	1.15	2	0
Middle Lake	268	0	0	0	0	0.00	0	0
Milestone	540	4	1	0	5	0.93	2	0
Montmartre	485	1	0	0	1	0.21	0	0
Moosomin	2,420	35	5	1	41	1.69	9	1
Morse	284	2	1	0	3	1.06	2	0

2000 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons: Injured	Persons: Killed
Mortlach	276	0	0	0	0	0.00	0	0
Mossbank	410	3	1	0	4	0.98	3	0
Muenster	381	3	0	0	3	0.79	0	0
Naicam	789	4	1	0	5	0.63	1	0
Neilburg	345	0	0	0	0	0.00	0	0
Neudorf	331	0	0	0	0	0.00	0	0
Nipawin	4,318	59	12	0	71	1.64	13	0
Nokomis	469	6	0	0	6	1.28	0	0
Norquay	505	9	1	0	10	1.98	1	0
Odessa	268	2	0	0	2	0.75	0	0
Ogema	349	4	0	0	4	1.15	0	0
Osler	618	3	1	0	4	0.65	2	0
Outlook	2,116	35	3	0	38	1.80	3	0
Oxbow	1,163	18	4	0	22	1.89	7	0
Pangman	251	0	1	0	1	0.40	1	0
Paradise Hill	466	6	1	0	7	1.50	1	0
Pelican Narrows	445	2	2	0	4	0.90	5	0
Pelly	331	8	0	0	8	2.42	0	0
Pense	534	1	0	0	1	0.19	0	0
Perdue	403	3	0	0	3	0.74	0	0
Pierceland	488	4	0	0	4	0.82	0	0
Pilot Butte	1,469	3	0	0	3	0.20	0	0
Ponteix	544	2	0	0	2	0.37	0	0
Porcupine Plain	866	16	0	0	16	1.85	0	0
Preeceville	1,148	9	1	0	10	0.87	1	0
Punnichy	338	1	1	0	2	0.59	1	0
Qu'Appelle	632	5	3	0	8	1.27	7	0
Quill Lake	463	1	0	0	1	0.22	0	0
Radisson	403	0	1	0	1	0.25	3	0
Radville	823	13	2	0	15	1.82	2	0
Raymore	667	3	1	0	4	0.60	1	0
Redvers	965	23	3	0	26	2.69	5	0
Regina Beach	984	16	2	0	18	1.83	2	0
Rocanville	875	9	0	0	9	1.03	0	0
Rockglen	481	3	0	0	3	0.62	0	0
Rose Valley	406	8	0	0	8	1.97	0	0
Rosetown	2,496	60	3	0	63	2.52	5	0
Rosthern	1,564	16	2	0	18	1.15	2	0
Rouleau	449	2	1	0	3	0.67	2	0
Saltcoats	531	2	1	0	3	0.56	1	0
Sandy Bay	959	5	3	0	8	0.83	3	0
Sedley	305	1	0	0	1	0.33	0	0
Semans	315	3	0	0	3	0.95	0	0
Shaunavon	1,857	27	0	0	27	1.45	0	0
Shellbrook	1,234	14	1	0	15	1.22	1	0
Southey	679	4	0	0	4	0.59	0	0
Spalding	281	4	1	0	5	1.78	1	0
Spiritwood	924	14	1	0	15	1.62	1	0

2000 Traffic Collision Statistics
Urban communities with a population between 250 and 5,000

Figure 11.8

Community	Census Population	Collisions: Property damage	Collisions: Personal injury	Collisions: Fatal	Collisions: Total	Coll/ 100 pop	Persons: Injured	Persons: Killed
Springside	542	1	0	0	1	0.18	0	0
Spy Hill	264	0	0	0	0	0.00	0	0
St Brieux	507	2	1	0	3	0.59	1	0
St Louis	437	7	1	0	8	1.83	2	0
St Walburg	685	7	0	0	7	1.02	0	0
Star City	492	3	0	0	3	0.61	0	0
Stockholm	356	1	0	0	1	0.28	0	0
Stoughton	726	9	0	1	10	1.38	1	1
Strasbourg	760	2	1	0	3	0.39	1	0
Sturgis	684	4	0	0	4	0.58	0	0
Theodore	434	3	1	0	4	0.92	1	0
Tisdale	2,966	50	8	0	58	1.96	12	0
Torquay	285	2	0	0	2	0.70	0	0
Turtleford	467	3	0	0	3	0.64	0	0
Unity	2,200	22	6	0	28	1.27	7	0
Vanscoy	316	1	0	0	1	0.32	0	0
Vibank	363	2	0	0	2	0.55	0	0
Viscount	295	2	0	0	2	0.68	0	0
Vonda	289	1	0	0	1	0.35	0	0
Wadena	1,477	12	1	0	13	0.88	2	0
Wakaw	869	11	1	0	12	1.38	1	0
Waldeck	335	0	0	0	0	0.00	0	0
Waldheim	841	4	3	0	7	0.83	5	0
Wapella	387	6	0	0	6	1.55	0	0
Warman	2,839	22	2	0	24	0.85	2	0
Watrous	1,860	21	1	0	22	1.18	1	0
Watson	837	7	2	0	9	1.08	3	0
Wawota	620	7	1	0	8	1.29	1	0
White City	905	6	0	0	6	0.66	0	0
White Fox	402	1	1	0	2	0.50	1	0
Whitewood	985	11	4	0	15	1.52	11	0
Wilcox	311	0	1	0	1	0.32	7	0
Wilkie	1,364	9	1	0	10	0.73	1	0
Willow Bunch	431	0	1	0	1	0.23	1	0
Wolseley	821	8	3	0	11	1.34	5	0
Wynyard	1,954	25	4	0	29	1.48	5	0
Yellow Grass	488	0	1	0	1	0.20	2	0
Young	320	4	0	0	4	1.25	0	0
Zenon Park	259	1	0	0	1	0.39	0	0
Total	**185,480**	**2,012**	**284**	**7**	**2,305**	**1.18**	**432**	**7**

Summary of Urban Collisions

Communities under 250	27,768	147	20	2	169	0.61	31	3
Communities 250 to 5,000	223,248	2,159	304	9	2,472	1.11	463	17
Communities over 5,000	524,836	14,995	3,348	21	18,364	3.50	4,510	21
Total - All Communities	**775,852**	**17,301**	**3,672**	**32**	**21,005**	**2.71**	**5,004**	**41**

2000 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
001	Argyle	301	4.52	5	1	0	6	1.33	1.99	1	0
002	Mount Pleasant	477	8.55	3	0	0	3	0.35	0.63	0	0
003	Enniskillen	523	7.78	5	3	0	8	1.03	1.53	4	0
004	Coalfields	419	9.61	3	3	0	6	0.62	1.43	6	0
005	Estevan	1,078	8.38	18	9	0	27	3.22	2.50	12	0
006	Cambria	344	3.58	3	1	0	4	1.12	1.16	4	0
007	Souris Valley	422	4.67	1	2	0	3	0.64	0.71	5	0
008	Lake Alma	335	3.67	3	0	0	3	0.82	0.90	0	0
009	Surprise Valley	231	2.53	2	0	0	2	0.79	0.87	0	0
010	Happy Valley	217	1.12	0	0	0	0	0.00	0.00	0	0
011	Hart Butte	340	5.84	3	2	0	5	0.86	1.47	3	0
012	Poplar Valley	307	3.47	2	1	0	3	0.86	0.98	2	0
017	Val Marie	523	5.20	4	2	0	6	1.15	1.15	5	0
018	Lone Tree	203	2.33	1	2	1	4	1.72	1.97	2	1
019	Frontier	333	3.81	2	0	0	2	0.52	0.60	0	0
031	Storthoaks	462	4.84	0	1	0	1	0.21	0.22	1	0
032	Reciprocity	475	9.06	7	1	0	8	0.88	1.68	2	0
033	Moose Creek	416	9.52	3	0	0	3	0.31	0.72	0	0
034	Browning	552	14.38	11	6	0	17	1.18	3.08	10	0
035	Benson	435	8.38	7	3	0	10	1.19	2.30	5	0
036	Cymri	517	15.68	13	4	1	18	1.15	3.48	5	1
037	Lomond	381	10.32	12	2	0	14	1.36	3.67	3	0
038	Laurier	434	7.09	9	0	0	9	1.27	2.07	0	0
039	The Gap	278	3.98	6	1	0	7	1.76	2.52	1	0
040	Bengough	405	5.53	4	1	0	5	0.90	1.23	1	0
042	Willow Bunch	514	5.26	7	1	0	8	1.52	1.56	1	0
043	Old Post	531	4.76	2	1	0	3	0.63	0.56	1	0
044	Waverley	428	4.05	3	2	0	5	1.23	1.17	4	0
045	Mankota	506	4.68	1	1	0	2	0.43	0.40	1	0
046	Glen McPherson	202	1.49	0	1	0	1	0.67	0.50	1	0
049	White Valley	615	11.15	12	4	0	16	1.44	2.60	8	0
051	Reno	539	5.44	5	1	0	6	1.10	1.11	1	0
061	Antler	664	8.07	4	1	0	5	0.62	0.75	1	0
063	Moose Mountain	565	8.02	2	1	0	3	0.37	0.53	1	0
064	Brock	356	9.57	8	4	0	12	1.25	3.37	5	0
065	Tecumseh	359	6.48	4	0	0	4	0.62	1.11	0	0
066	Griffin	421	9.33	8	3	0	11	1.18	2.61	4	0
067	Weyburn	867	8.59	8	3	1	12	1.40	1.38	3	1
068	Brokenshell	340	3.64	3	0	0	3	0.82	0.88	0	0
069	Norton	296	4.00	2	1	0	3	0.75	1.01	1	0
070	Key West	470	5.24	7	0	0	7	1.34	1.49	0	0
071	Excel	563	5.67	2	2	0	4	0.71	0.71	4	0
072	Lake of Rivers	423	7.33	3	0	0	3	0.41	0.71	0	0
073	Stonehenge	592	5.59	3	0	0	3	0.54	0.51	0	0
074	Wood River	437	4.06	4	1	0	5	1.23	1.14	1	0
075	Pinto Creek	271	4.04	3	1	0	4	0.99	1.48	1	0
076	Auvergne	430	5.26	6	2	0	8	1.52	1.86	3	0
077	Wise Creek	297	2.62	2	0	0	2	0.76	0.67	0	0

2000 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Killed
078	Grassy Creek	416	3.30	2	2	0	4	1.21	0.96	3	0
079	Arlington	335	5.08	4	4	0	8	1.57	2.39	5	0
091	Maryfield	479	5.48	6	1	0	7	1.28	1.46	1	0
092	Walpole	454	7.32	4	1	0	5	0.68	1.10	2	0
093	Wawken	708	7.22	10	0	1	11	1.52	1.55	0	1
094	Hazelwood	398	8.61	5	2	0	7	0.81	1.76	2	0
095	Golden West	547	8.35	3	0	0	3	0.36	0.55	0	0
096	Fillmore	344	8.25	10	2	0	12	1.45	3.49	2	0
097	Wellington	403	4.79	2	0	0	2	0.42	0.50	0	0
098	Scott	299	6.09	7	2	0	9	1.48	3.01	3	0
099	Caledonia	409	4.88	3	2	0	5	1.02	1.22	2	0
100	Elmsthorpe	328	4.97	2	1	0	3	0.60	0.91	2	0
101	Terrell	343	3.94	0	1	0	1	0.25	0.29	1	0
102	Lake Johnston	195	3.22	3	2	0	5	1.55	2.56	3	0
103	Sutton	344	5.70	2	0	0	2	0.35	0.58	0	0
104	Gravelbourg	491	4.19	5	4	0	9	2.15	1.83	4	0
105	Glen Bain	388	3.55	0	0	0	0	0.00	0.00	0	0
106	Whiska Creek	505	4.10	5	1	0	6	1.47	1.19	2	0
107	Lac Pelletier	498	4.21	0	2	0	2	0.47	0.40	4	0
108	Bone Creek	458	6.16	3	1	0	4	0.65	0.87	1	0
109	Carmichael	462	5.16	4	1	0	5	0.97	1.08	1	0
110	Piapot	380	8.20	9	1	0	10	1.22	2.63	1	0
111	Maple Creek	1,193	13.52	18	3	2	23	1.70	1.93	4	2
121	Moosomin	530	7.09	4	3	0	7	0.99	1.32	7	0
122	Martin	370	7.77	3	2	0	5	0.64	1.35	2	0
123	Silverwood	608	8.41	9	2	0	11	1.31	1.81	5	0
124	Kingsley	524	9.60	14	0	0	14	1.46	2.67	0	0
125	Chester	521	6.61	8	2	0	10	1.51	1.92	3	0
126	Montmartre	574	8.75	15	4	0	19	2.17	3.31	6	0
127	Francis	805	9.12	17	3	0	20	2.19	2.48	3	0
128	Lajord	1,034	8.24	2	0	0	2	0.24	0.19	0	0
129	Bratt's Lake	371	5.61	3	3	0	6	1.07	1.62	5	0
130	Redburn	313	6.28	4	2	0	6	0.96	1.92	6	0
131	Baildon	694	6.02	2	2	0	4	0.66	0.58	2	0
132	Hillsborough	154	0.80	0	1	0	1	1.24	0.65	1	0
133	Rodgers	157	2.50	1	0	0	1	0.40	0.64	0	0
134	Shamrock	312	2.72	3	1	0	4	1.47	1.28	1	0
135	Lawtonia	461	4.09	3	2	0	5	1.22	1.08	4	0
136	Coulee	663	4.40	3	0	0	3	0.68	0.45	0	0
137	Swift Current	1,547	10.18	10	5	0	15	1.47	0.97	7	0
138	Webb	465	7.10	9	1	0	10	1.41	2.15	1	0
139	Gull Lake	282	5.02	6	1	0	7	1.39	2.48	3	0
141	Big Stick	215	2.84	6	2	0	8	2.81	3.72	3	0
142	Enterprise	265	6.75	5	0	0	5	0.74	1.89	0	0
151	Rocanville	627	7.13	11	4	0	15	2.10	2.39	6	0
152	Spy Hill	496	5.99	14	1	0	15	2.50	3.02	1	0
153	Willowdale	408	5.09	8	3	0	11	2.16	2.70	4	0
154	Elcapo	663	10.95	12	4	0	16	1.46	2.41	6	0

2000 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Killed
155	Wolseley	549	8.30	6	1	0	7	0.84	1.28	1	0
156	Indian Head	449	9.87	13	4	0	17	1.72	3.79	7	0
157	South Qu'Appelle	1,135	7.80	8	3	0	11	1.41	0.97	5	0
158	Edenwold	2,738	17.06	12	4	0	16	0.94	0.58	6	0
159	Sherwood	1,056	29.74	28	14	1	43	1.45	4.07	20	1
160	Pense	536	10.98	2	5	0	7	0.64	1.31	7	0
161	Moose Jaw	1,856	9.06	2	4	0	6	0.66	0.32	4	0
162	Caron	534	4.24	5	4	0	9	2.12	1.69	6	0
163	Wheatlands	226	3.71	1	1	0	2	0.54	0.88	1	0
164	Chaplin	198	2.71	6	1	0	7	2.58	3.54	2	0
165	Morse	528	7.13	6	0	0	6	0.84	1.14	0	0
166	Excelsior	892	9.38	3	0	0	3	0.32	0.34	0	0
167	Saskatchewan Landing	529	4.86	5	0	0	5	1.03	0.95	0	0
168	Riverside	552	11.72	6	0	0	6	0.51	1.09	0	0
169	Pittville	291	4.84	5	1	0	6	1.24	2.06	1	0
171	Fox Valley	387	6.36	4	0	0	4	0.63	1.03	0	0
181	Langenburg	768	7.64	12	4	0	16	2.10	2.08	7	0
183	Fertile Belt	962	10.35	18	2	0	20	1.93	2.08	2	0
184	Grayson	653	7.24	9	4	0	13	1.79	1.99	4	0
185	McLeod	677	8.73	10	2	0	12	1.37	1.77	2	0
186	Abernethy	497	6.68	6	2	0	8	1.20	1.61	3	0
187	North Qu'Appelle	828	8.25	11	4	0	15	1.82	1.81	6	0
189	Lumsden	1,376	14.08	18	5	0	23	1.63	1.67	5	0
190	Dufferin	582	6.56	5	0	0	5	0.76	0.86	0	0
191	Marquis	445	4.72	5	1	0	6	1.27	1.35	1	0
193	Eyebrow	318	4.01	2	3	0	5	1.25	1.57	7	0
194	Enfield	414	5.33	6	0	0	6	1.13	1.45	0	0
211	Churchbridge	876	6.05	8	1	0	9	1.49	1.03	1	0
213	Saltcoats	886	8.90	8	1	0	9	1.01	1.02	3	0
214	Cana	1,014	5.83	6	1	0	7	1.20	0.69	1	0
215	Stanley	696	8.07	10	5	0	15	1.86	2.16	7	0
216	Tullymet	331	3.82	1	0	0	1	0.26	0.30	0	0
217	Lipton	533	6.42	8	1	0	9	1.40	1.69	3	0
218	Cupar	576	7.76	6	2	0	8	1.03	1.39	2	0
219	Longlaketon	973	10.62	1	2	0	3	0.28	0.31	2	0
220	McKillop	545	6.36	4	3	0	7	1.10	1.28	6	0
221	Sarnia	327	6.73	5	1	0	6	0.89	1.83	2	0
222	Cralk	351	7.81	4	0	0	4	0.51	1.14	0	0
223	Huron	277	3.44	0	1	0	1	0.29	0.36	1	0
224	Maple Bush	221	4.36	6	3	0	9	2.06	4.07	4	0
225	Canaan	171	3.61	4	0	0	4	1.11	2.34	0	0
226	Victory	494	4.09	2	1	1	4	0.98	0.81	7	1
228	Lacadena	786	8.28	5	3	0	8	0.97	1.02	3	0
229	Miry Creek	600	7.16	3	1	0	4	0.56	0.67	1	0
230	Clinworth	331	5.89	4	3	0	7	1.19	2.11	4	0
231	Happyland	432	8.13	9	0	0	9	1.11	2.08	0	0
232	Deer Forks	242	3.84	9	1	0	10	2.61	4.13	1	0
241	Calder	542	3.39	8	0	0	8	2.36	1.48	0	0

2000 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MVKm	Collisions: Property Damage	Personal Injury	Fatal	Total	Acc/ MVKm	Acc/ 100pop	Victims: Injured	Killed
243	Wallace	1,044	7.33	4	1	0	5	0.68	0.48	3	0
244	Orkney	1,810	10.42	3	0	0	3	0.29	0.17	0	0
245	Garry	565	4.25	3	4	0	7	1.65	1.24	6	0
246	Ituna Bon Accord	559	5.02	5	0	0	5	1.00	0.89	0	0
247	Kelliross	541	6.99	2	1	0	3	0.43	0.55	1	0
248	Touchwood	413	5.90	5	2	0	7	1.19	1.69	3	0
250	Last Mountain Valley	395	6.40	4	1	0	5	0.78	1.27	1	0
251	Big Arm	299	4.89	1	0	0	1	0.20	0.33	0	0
252	Arm River	304	7.06	1	2	0	3	0.43	0.99	2	0
253	Willner	316	4.16	5	2	0	7	1.68	2.22	5	0
254	Loreburn	422	5.98	1	1	0	2	0.33	0.47	1	0
255	Coteau	475	5.67	5	1	0	6	1.06	1.26	2	0
256	King George	309	2.94	0	0	2	2	0.68	0.65	2	2
257	Monet	613	7.03	4	1	0	5	0.71	0.82	1	0
259	Snipe Lake	598	8.13	8	2	0	10	1.23	1.67	2	0
260	Newcombe	349	5.51	2	1	0	3	0.54	0.86	1	0
261	Chesterfield	598	7.95	8	3	0	11	1.38	1.84	4	0
271	Cote	687	4.01	4	0	0	4	1.00	0.58	0	0
273	Sliding Hills	650	7.47	2	2	0	4	0.54	0.62	3	0
274	Goodlake	722	6.14	7	4	0	11	1.79	1.52	13	0
275	Insinger	567	6.63	3	2	0	5	0.75	0.88	2	0
276	Foam Lake	838	12.09	7	2	0	9	0.74	1.07	3	0
277	Emerald	644	5.56	3	1	1	5	0.90	0.78	1	1
278	Kutawa	352	7.67	5	3	0	8	1.04	2.27	6	0
279	Mount Hope	644	9.28	10	3	0	13	1.40	2.02	4	0
280	Wreford	232	4.03	2	1	0	3	0.74	1.29	2	0
281	Wood Creek	351	4.26	1	0	0	1	0.23	0.28	0	0
282	McCraney	478	5.23	3	0	0	3	0.57	0.63	0	0
283	Rosedale	520	6.05	3	4	0	7	1.16	1.35	8	0
284	Rudy	428	5.30	2	2	0	4	0.75	0.93	3	0
285	Fertile Valley	610	4.77	4	0	0	4	0.84	0.66	0	0
286	Milden	326	4.92	4	1	0	5	1.02	1.53	1	0
287	St Andrews	620	7.43	9	2	0	11	1.48	1.77	4	0
288	Pleasant Valley	418	3.29	3	0	0	3	0.91	0.72	0	0
290	Kindersley	1,188	13.83	11	7	0	18	1.30	1.52	8	0
292	Milton	227	4.65	4	1	0	5	1.07	2.20	1	0
301	St Philips	331	2.50	3	0	0	3	1.20	0.91	0	0
303	Keys	448	5.49	4	5	0	9	1.64	2.01	5	0
304	Buchanan	546	4.49	6	0	1	7	1.56	1.28	0	1
305	Invermay	514	4.93	0	1	2	3	0.61	0.58	1	2
307	Elfros	615	6.53	4	4	0	8	1.22	1.30	9	0
308	Big Quill	748	8.45	2	5	0	7	0.83	0.94	6	0
309	Prairie Rose	364	6.27	2	1	0	3	0.48	0.82	1	0
310	Usborne	598	12.26	8	7	0	15	1.22	2.51	11	0
312	Morris	448	10.51	3	4	0	7	0.67	1.56	4	0
313	Lost River	230	5.43	3	2	0	5	0.92	2.17	5	0
314	Dundurn	555	5.80	5	2	0	7	1.21	1.26	2	0
315	Montrose	693	4.07	1	1	0	2	0.49	0.29	1	0

2000 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MVKm	Collisions: Property Damage	Personal Injury	Fatal	Total	Acc/ MVKm	Acc/ 100pop	Victims: Injured	Killed
316	Harris	276	4.78	2	1	0	3	0.63	1.09	1	0
317	Marriott	493	4.01	2	0	0	2	0.50	0.41	0	0
318	Mountain View	371	4.22	3	0	0	3	0.71	0.81	0	0
319	Winslow	390	7.45	7	2	0	9	1.21	2.31	5	0
320	Oakdale	354	8.21	9	1	0	10	1.22	2.82	1	0
321	Prairiedale	263	5.84	6	1	0	7	1.20	2.66	5	0
322	Antelope Park	179	2.96	2	0	0	2	0.68	1.12	0	0
331	Livingstone	497	6.29	12	1	0	13	2.07	2.62	1	0
333	Clayton	886	8.31	5	0	0	5	0.60	0.56	0	0
334	Preeceville	1,202	11.50	11	3	1	15	1.30	1.25	3	1
335	Hazel Dell	796	5.79	4	3	0	7	1.21	0.88	3	0
336	Sasman	1,031	10.64	7	4	1	12	1.13	1.16	7	2
337	Lakeview	585	6.78	2	3	0	5	0.74	0.85	5	0
338	Lakeside	523	5.78	6	3	0	9	1.56	1.72	6	0
339	Leroy	667	8.98	2	6	0	8	0.89	1.20	8	0
340	Wolverine	541	6.01	4	0	0	4	0.67	0.74	0	0
341	Viscount	494	6.30	7	2	0	9	1.43	1.82	4	0
342	Colonsay	322	4.00	3	0	0	3	0.75	0.93	0	0
343	Blucher	1,155	8.51	10	2	1	13	1.53	1.13	6	1
344	Corman Park	7,152	69.23	64	35	0	99	1.43	1.38	53	0
345	Vanscoy	2,423	12.73	11	4	3	18	1.41	0.74	5	3
346	Perdue	439	5.06	2	0	0	2	0.39	0.46	0	0
347	Biggar	1,022	6.45	9	4	0	13	2.02	1.27	5	0
349	Grandview	480	5.35	3	2	0	5	0.94	1.04	2	0
350	Mariposa	291	2.68	2	1	0	3	1.12	1.03	1	0
351	Progress	377	7.44	5	1	0	6	0.81	1.59	1	0
352	Heart's Hill	359	9.21	8	0	1	9	0.98	2.51	2	3
366	Kelvington	668	7.55	7	2	0	9	1.19	1.35	3	0
367	Ponass Lake	767	8.28	5	3	0	8	0.97	1.04	6	0
368	Spalding	681	8.73	5	1	0	6	0.69	0.88	1	0
369	St Peter	949	12.49	11	2	1	14	1.12	1.48	4	1
370	Humboldt	960	10.95	5	1	0	6	0.55	0.63	1	0
371	Bayne	615	7.50	5	1	0	6	0.80	0.98	1	0
372	Grant	490	4.74	1	2	0	3	0.63	0.61	2	0
373	Aberdeen	758	6.68	7	2	0	9	1.35	1.19	3	0
376	Eagle Creek	601	4.32	1	1	0	2	0.46	0.33	3	0
377	Glenside	394	3.83	8	0	0	8	2.09	2.03	0	0
378	Rosemount	208	2.45	0	1	0	1	0.41	0.48	1	0
379	Reford	367	4.25	2	0	0	2	0.47	0.54	0	0
380	Tramping Lake	408	3.27	2	1	0	3	0.92	0.74	2	0
381	Grass Lake	553	5.76	4	3	0	7	1.22	1.27	4	0
382	Eye Hill	691	7.92	7	1	0	8	1.01	1.16	1	0
394	Hudson Bay	1,577	7.95	13	5	0	18	2.26	1.14	7	0
395	Porcupine	1,150	13.13	16	4	0	20	1.52	1.74	12	0
397	Barrier Valley	615	5.20	3	2	0	5	0.96	0.81	3	0
398	Pleasantdale	709	8.06	4	1	0	5	0.62	0.71	1	0
399	Lake Lenore	555	7.86	0	1	0	1	0.13	0.18	1	0
400	Three Lakes	682	9.70	5	2	0	7	0.72	1.03	3	0

2000 Traffic Collision Statistics by Rural Municipality

Figure 11.9

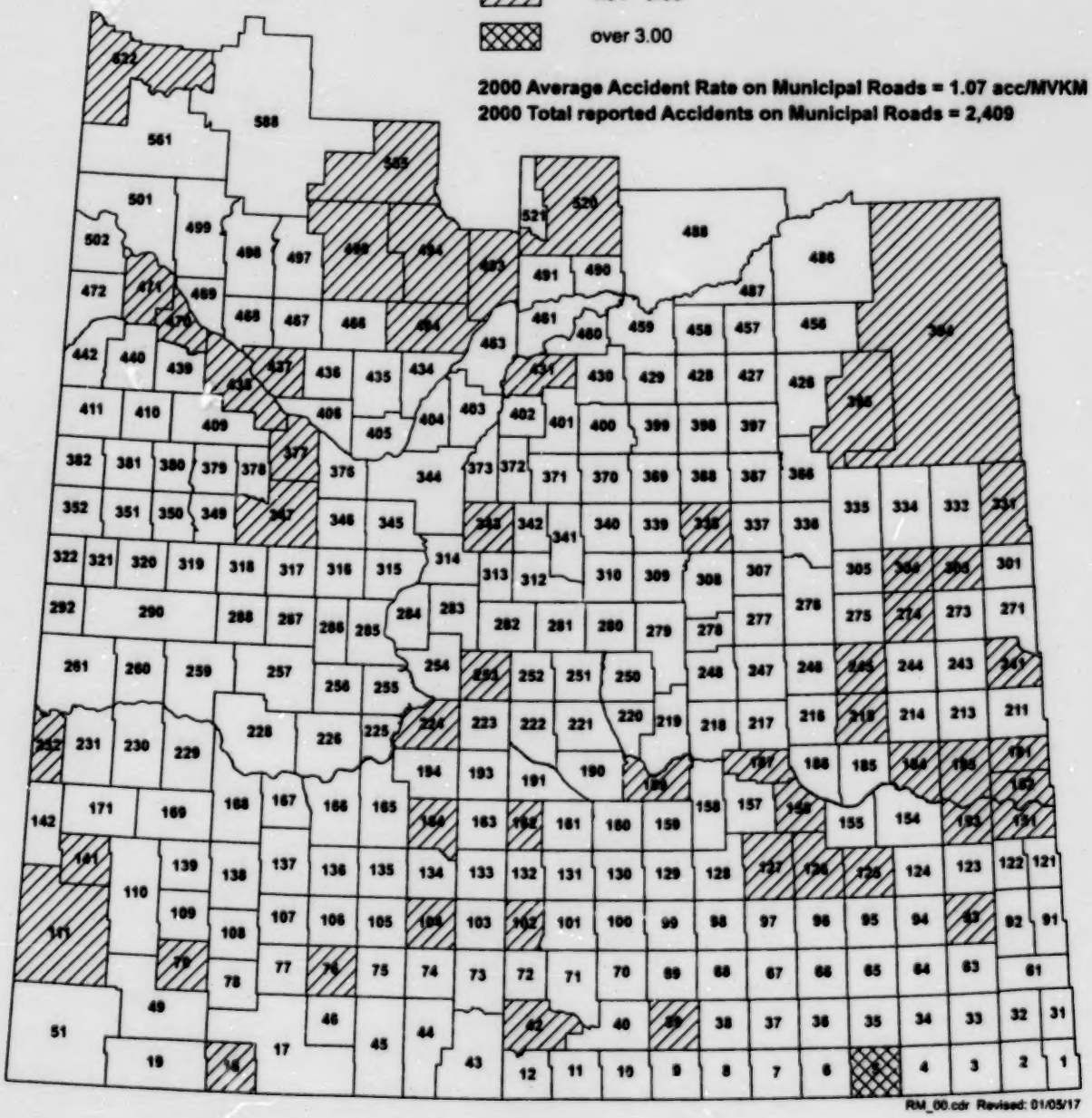
	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Personal Injury	Fatal	Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Killed
401	Hoodoo	676	9.70	7	3	0	10	1.03	1.48	7	0
402	Fish Creek	380	5.42	4	3	0	7	1.29	1.84	5	0
403	Rosthern	1,816	14.62	6	4	1	11	0.75	0.61	5	1
404	Laird	1,070	8.99	7	1	0	8	0.89	0.75	1	0
405	Great Bend	542	6.45	4	2	0	6	0.93	1.11	4	0
406	Mayfield	484	3.16	2	1	0	3	0.95	0.62	2	0
409	Buffalo	473	8.71	6	1	0	7	0.80	1.48	1	0
410	Round Valley	474	4.60	4	1	0	5	1.09	1.05	1	0
411	Senlac	296	4.02	2	2	0	4	0.99	1.35	6	0
426	Bjorkdale	1,111	9.16	5	3	0	8	0.87	0.72	3	0
427	Tisdale	1,137	8.20	3	3	0	6	0.73	0.53	3	0
428	Star City	1,052	12.33	7	3	0	10	0.81	0.95	3	0
429	Flett Springs	822	10.00	3	3	0	6	0.60	0.73	8	0
430	Invergordon	724	6.14	6	2	0	8	1.30	1.10	4	0
431	St Louis	1,227	9.12	11	3	0	14	1.53	1.14	4	0
434	Blaine Lake	374	5.62	8	0	0	8	1.42	2.14	0	0
435	Redberry	464	5.87	3	2	1	6	1.02	1.29	2	1
436	Douglas	478	3.96	0	0	0	0	0.00	0.00	0	0
437	North Battleford	984	4.77	4	5	0	9	1.89	0.91	10	0
438	Battle River	854	6.72	7	4	0	11	1.64	1.29	8	0
439	Cut Knife	486	6.93	5	3	1	9	1.30	1.85	6	1
440	Hillsdale	615	8.93	10	1	0	11	1.23	1.79	2	0
442	Manitou Lake	618	9.04	4	2	0	6	0.66	0.97	3	0
456	Arborfield	498	6.96	1	0	0	1	0.14	0.20	0	0
457	Connaught	815	7.60	6	1	0	7	0.92	0.86	2	0
458	Willow Creek	918	9.29	2	0	0	2	0.22	0.22	0	0
459	Kinistino	866	13.38	10	6	0	16	1.20	1.85	7	0
460	Birch Hills	775	6.63	4	1	1	6	0.91	0.77	4	1
461	Prince Albert	3,322	10.46	6	0	0	6	0.57	0.18	0	0
463	Duck Lake	953	5.68	6	0	0	6	1.06	0.63	0	0
464	Leask	846	12.82	17	5	0	22	1.72	2.60	8	0
466	Meeting Lake	508	5.02	2	0	0	2	0.40	0.39	0	0
467	Round Hill	458	3.93	2	0	0	2	0.51	0.44	0	0
468	Meota	800	7.67	5	3	0	8	1.04	1.00	5	0
469	Turtle River	374	7.92	3	0	0	3	0.38	0.80	0	0
470	Paynton	301	3.54	4	2	0	6	1.70	1.99	7	0
471	Eldon	838	12.09	16	3	1	20	1.65	2.39	11	1
472	Wilton	1,564	19.33	17	8	0	25	1.29	1.60	9	0
486	Moose Range	1,300	11.36	5	1	0	6	0.53	0.46	1	0
487	Nipawin	1,269	11.53	8	0	0	8	0.69	0.63	0	0
488	Torch River	1,827	17.92	17	4	0	21	1.17	1.15	5	0
490	Garden River	709	6.90	4	0	0	4	0.58	0.56	0	0
491	Buckland	3,444	12.80	8	8	0	16	1.25	0.46	12	0
493	Shellbrook	1,793	13.26	16	4	0	20	1.51	1.12	9	0
494	Canwood	1,718	18.63	28	4	0	32	1.72	1.86	8	0
496	Spiritwood	1,504	12.90	24	6	0	30	2.33	1.99	7	0
497	Medstead	651	4.98	2	5	0	7	1.41	1.08	6	0
498	Parkdale	691	7.43	8	1	0	9	1.21	1.30	1	0

2000 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
499	Mervin	1,169	18.68	19	7	0	26	1.39	2.22	11	0
501	Frenchman Butte	1,331	12.28	11	7	0	18	1.47	1.35	8	0
502	Britannia	1,358	18.14	13	9	1	23	1.27	1.69	11	1
520	Paddockwood	1,062	8.53	10	4	0	14	1.64	1.32	4	0
521	Lakeland	581	2.80	0	0	0	0	0.00	0.00	0	0
555	Big River	872	7.91	12	2	0	14	1.77	1.61	2	0
561	Loon Lake	881	7.83	5	2	1	8	1.02	0.91	2	1
588	Meadow Lake	2,612	14.33	12	3	0	15	1.05	0.57	3	0
622	Beaver River	1,090	7.13	12	2	0	14	1.96	1.28	3	0
Totals		**196,755**	**2,176**	**1,771**	**609**	**29**	**2,409**	**1.11**	**1.22**	**852**	**52**

2000 Traffic Accident Rates
by Rural Municipality


Legend
Accidents per Million Vehicle km of Travel
0 - 1.50
1.51 - 3.00
over 3.00
2000 Average Accident Rate on Municipal Roads = 1.07 acc/MVKM
2000 Total reported Accidents on Municipal Roads = 2,409
RM_00.cdr Revised: 01/05/17

Other Provinces

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Other Provinces

Motor vehicle collisions take their toll, not only in Saskatchewan, but also across Canada. It is difficult to make direct comparisons among provinces because there are many variables to consider. Efforts are underway through Transport Canada and the Canadian Council of Motor Transport Administrators to promote uniformity in collision data collection across Canada.

A National Collision Database (NCDB) is maintained by Transport Canada for collision analysis. Statistics may be obtained on individual provinces or on a national basis by calling Transport Canada toll free at 1-800-333-0371 or checking their website at www.tc.gc.ca/roadsafety.

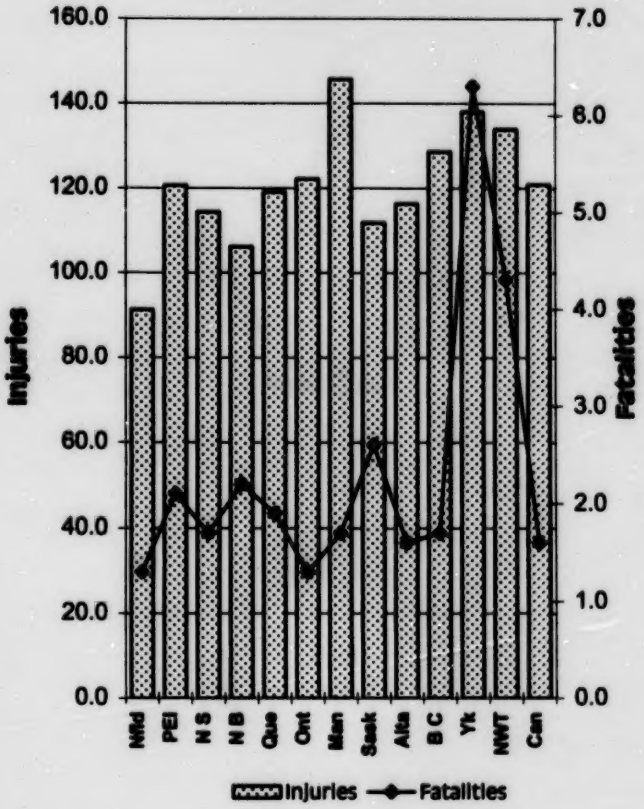
Figure 12.1

Total Collisions and Casualities in Canada**

Year	Casualty Collisions	Victims Killed	Victims Injured
1975	154,874	6,061	220,941
1976	142,271	5,307	199,735
1977	150,138	5,253	214,630
1978	166,051	5,429	239,640
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	167,718	4,120	237,455
1985	183,423	4,364	259,189
1986	186,992	4,068	264,481
1987	196,806	4,286	280,575
1988	193,605	4,154	278,618
1989	192,428	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,764	3,063	221,349
1998	150,974	2,934	217,754
1999	153,720	2,969	222,275

Figure 12.2

1999 Casualty Rates Per 10,000 Motor Vehicles Registered



1992 - 2000 Seat Belt Use in Canada by Province **

(% of All Occupants Wearing Seat Belts in Light-Duty Vehicles*)

Figure 12.3

Province	1992	1993	1994	1996	1997	1998	1999	2000
Newfoundland	90.4	94.5	93.6	91.9	92.4	86.4	82.9	92.7
Prince Edward Island	76.9	77.8	84.5	87.5	82.6	82.7	88.5	85.7
Nova Scotia	82.1	83.5	83.2	88.2	87.1	88.5	86.6	86.5
New Brunswick	77.9	82.1	84.9	86.6	86.5	87.9	85.9	91.5
Quebec	86.0	88.8	89.8	90.3	91.7	92.3	93.0	91.4
Ontario	76.6	79.4	86.3	89.9	89.2	89.1	91.0	91.7
Manitoba	76.5	80.2	82.6	82.4	84.8	84.4	85.3	84.2
Saskatchewan	88.7	89.4	87.7	89.6	91.7	89.7	88.2	90.0
Alberta	80.3	81.0	83.1	85.1	83.7	82.4	89.3	87.2
British Columbia	87.1	86.4	88.3	88.7	89.4	89.7	89.2	88.7
Yukon	60.1	72.8	68.2	81.2	83.4	82.1	82.1	79.3
Northwest Territories	68.7	51.5	67.4	54.9	64.3	52.6	61.1	60.7
Canada	81.4	83.4	86.8	88.7	88.9	88.7	90.1	90.1

* Light-duty vehicles include passenger cars, passenger vans and light trucks

** Source of information: Transport Canada Survey of Seat Belt Use in Canada July 2000

Other Provinces - Section 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of TAIS contacts in each jurisdiction is listed below.

Figure 12.4

Edwina Walsh
Dept. of Works Services & Transp.
Govt. of Newfoundland and Labrador
6th Fl., Confederation Bldg West
St. John's, NEWFOUNDLAND
A1B 4J6
Phone: 709-729-5346
Fax: 709-729-0283
E-mail: walshe@mail.gov.nf.ca

Doug Bain
Traffic Studies Engineer/Accidents
Dept. of Transportation and Public works
1505 Barrington St., 10th Floor North,
Halifax, NOVA SCOTIA
B3L 2L4
Phone: 902-424-6464
Fax: 902-424-7434
E-Mail: baindo@gov.ns.ca

Don Mason
Maintenance and Traffic Branch
Dept. of Transportation
P.O. Box 6000, King's Place 2nd Floor
Fredricton, NEW BRUNSWICK
E3B 5H1
Phone: 506-453-2213
Fax: 506-453-2900
E-mail: don.mason@gnb.ca

Wilfred MacDonald
Dept. of Transp. & Public Works
P.O. Box 2000
Charlottetown, PRINCE EDWARD ISLAND
C1A 7N8
Phone: 902-368-5222
Fax: 902-368-5236
E-mail: wjmacdonald@gov.pe.ca

Fernand Pichette
Societe de l'assurance automobile du Quebec
333, boul. Jean-Lesage, N.6.4
Quebec, QUEBEC
G1K 8J6
Phone: 418-528-4074
Fax: 418-646-1003
E-mail: fernand.pichette@saaq.gouv.qc.ca

Antoine Haroun
Ministry of Transportation
1st Floor, 1201 Wilson Ave., East Bldg.,
Downsview, ONTARIO
M3M 1J8
Phone: 416-235-3634
Fax: 416-235-3633
E-mail: antoine.haroun@mto.gov.on.ca

Darlene Romani
Research Analyst
Driver and Vehicle Licencing
Rm B102C - 1075 Portage Avenue
Winnipeg, MANITOBA
R3G 0S1
Phone: 204-945-6568
Fax: 204-948-2018
E-mail: dromani@hwy.gov.mb.ca

Dwight McNaughton
Traffic Safety Program Evaluation,
Auto Fund Div., SGI
4th Floor, 2260 11th Avenue
Regina, SASKATCHEWAN
S4P 2N7
Phone: 306-775-6668
Fax: 306-775-6222
E-mail: dmcnaughton@sgi.sk.ca

Liz Owens
Alberta Transp. Safety Branch
Main Floor, Twin Atria Building
4999 - 98th Avenue
Edmonton, ALBERTA
T6B 2X3
Phone: 403-427-6775
Fax: 403-422-3682
E-mail: lowens@tu.gov.ab.ca

Jean Wilson
Manager, Road Safety Research
Research Services Dept., I.C.B.C.
2631 Douglas Street
Victoria, BRITISH COLUMBIA
V8T 5A3
Phone: 250-953-3774
Fax: 250-356-1075
E-mail: JEWILS@icbc.com

Gary Walsh
Motor Vehicles Division
P.O. Box 1320
Yellowknife, NORTHWEST TERRITORIES
X1A 2L9
Phone: 867-920-8633
Fax: 867-873-0120
E-mail: garywalsh@gov.nt.ca

Sherilyn Gattie
Yukon Community and Transportation Ser.
P.O. Box 2703
Whitehorse, YUKON
Y1A 2C6
Phone: 867-667-8217
Fax: 867-393-6220
E-mail: sgattie@igov.yk.ca

Janet Boufford
Transport Canada - Road Safety
330 Sparks Street, Tower C, 8th Floor
Ottawa, ONTARIO
K1A 1N5
Phone: 613-998-1946
Fax: 613-990-2912
E-Mail: bouffoj@tc.gc.ca

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Collision History on Provincial Highways ***

	Collisions **				Victims **				Collision Rates		
	Property	Personal			Number	Number		Travel	Coll/	Fat. Coll/	Inj. Coll/
Year	Damage*	Injury	Fatal	Total	Injured	Killed	Total	(Mvkm)	Mvkm	100 Mvkm	Mvkm
1962	2,819	1,293	81	4,193	2,360	95	2,455	2,367	1.77	3.42	0.55
1963	2,239	1,086	89	3,414	2,336	119	2,455	2,508	1.36	3.55	0.43
1964	2,493	1,165	99	3,757	2,211	135	2,346	2,729	1.38	3.63	0.43
1965	2,786	1,314	95	4,195	2,517	134	2,651	2,870	1.46	3.31	0.46
1966	3,125	1,360	116	4,601	2,626	134	2,760	3,036	1.52	3.82	0.45
1967	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,602	1,146	96	5,844	1,985	119	2,104	6,295	0.93	1.52	0.18
1989	4,877	1,093	81	6,051	1,985	107	2,092	6,242	0.97	1.30	0.18
1990	5,176	1,105	73	6,354	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,645	971	84	6,700	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,725	1,071	67	6,863	1,978	79	2,057	6,447	1.06	1.04	0.17
1993	4,398	1,066	72	5,536	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,517	1,119	76	5,712	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,867	1,196	72	6,135	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,783	1,129	63	4,975	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,438	1,232	70	4,740	2,088	98	2,186	7,232	0.66	0.97	0.17
1998	3,064	996	71	4,131	1,754	88	1,842	7,481	0.55	0.95	0.13
1999	3,142	1,140	87	4,369	1,976	108	2,084	7,481	0.58	1.16	0.15
2000	3,087	1,062	77	4,226	1,805	88	1,893	7,544	0.56	1.02	0.14

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on Provincial Highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Collision History on Urban Streets***

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1962	5,846	1,483	18	7,347	2,007	18	2,025
1963	6,421	1,643	24	8,088	2,291	24	2,315
1964	7,635	1,719	21	9,375	2,356	24	2,380
1965	9,026	2,009	24	11,059	2,812	29	2,841
1966	10,028	1,891	26	11,945	2,665	31	2,696
1967	11,048	1,958	34	13,040	2,758	37	2,795
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,661	3,853	25	23,539	5,148	32	5,180
1989	19,373	3,497	25	22,895	4,669	27	4,696
1990	18,348	3,353	13	21,714	4,386	16	4,402
1991	18,897	3,373	25	22,295	4,554	26	4,580
1992	18,168	3,460	25	21,653	4,764	25	4,789
1993	12,203	3,644	28	15,875	4,908	28	4,936
1994	13,296	3,734	23	17,053	5,025	23	5,048
1995	13,990	3,128	24	17,142	4,254	25	4,279
1996	15,812	2,914	19	18,745	3,884	21	3,905
1997	14,472	3,016	20	17,508	4,128	20	4,148
1998	15,773	3,262	17	19,052	4,336	17	4,353
1999	15,601	3,545	24	19,170	4,826	26	4,852
2000	16,896	3,545	21	20,462	4,763	21	4,784

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*** Collisions occurring on Provincial Highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Collision History on Rural Roads

	Collisions **				Victims**			Collision Rates			
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ Mvkm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1962	2,146	895	60	3,101	1,677	79	1,756	645	4.81	9.30	1.39
1963	3,234	1,053	53	4,340	1,425	57	1,482	1,186	3.66	4.47	0.89
1964	3,497	1,084	58	4,639	1,834	70	1,904	1,229	3.77	4.72	0.88
1965	3,518	949	47	4,514	1,597	60	1,657	1,244	3.63	3.78	0.76
1966	3,957	1,087	74	5,118	1,859	114	1,973	1,265	4.05	5.85	0.86
1967	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,397	642	26	3,065	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	858	21	879	1,920	1.41	0.94	0.29
1997	2,096	737	32	2,865	1,156	37	1,193	2,018	1.42	1.59	0.37
1998	1,736	563	36	2,335	889	39	928	2,035	1.15	1.77	0.28
1999	1,777	604	28	2,409	922	40	962	2,035	1.18	1.38	0.30
2000	1,771	609	29	2,409	932	32	964	2,176	1.11	1.33	0.28

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** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Collision History on Other Roads

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1962	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1963	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1964	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1965	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1966	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1967	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1968	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1969	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1970	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1971	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1972	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1973	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1974	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1975	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1976	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1977	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1978	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	362	113	9	484	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	530	149	8	687	271	8	279
1992	470	147	8	625	292	8	300
1993	286	128	8	422	222	10	232
1994	339	135	8	482	214	8	222
1995	329	91	11	431	175	13	188
1996	311	109	6	426	186	6	192
1997	394	140	8	542	234	9	243
1998	391	135	4	530	238	4	242
1999	416	178	9	603	294	13	307
2000	493	192	10	695	311	10	321

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** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Collision History Rural and Other Roads Combined

	Accidents **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1962	2,146	895	60	3,101	1,677	79	1,756
1963	3,234	1,053	53	4,340	1,425	57	1,482
1964	3,497	1,084	58	4,639	1,834	70	1,904
1965	3,518	949	47	4,514	1,597	60	1,657
1966	3,957	1,087	74	5,118	1,859	114	1,973
1967	4,342	948	65	5,355	1,667	84	1,751
1968	3,759	998	67	4,824	1,683	75	1,758
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,760	876	42	4,678	1,395	46	1,441
1992	4,005	802	35	4,842	1,304	39	1,343
1993	2,683	770	34	3,487	1,250	40	1,290
1994	2,861	767	35	3,663	1,238	37	1,275
1995	2,903	691	39	3,633	1,138	44	1,182
1996	2,429	674	24	3,127	1,044	27	1,071
1997	2,490	877	40	3,407	1,390	46	1,436
1998	2,127	698	40	2,865	1,127	43	1,170
1999	2,193	782	37	3,012	1,216	53	1,269
2000	2,264	801	39	3,104	1,243	42	1,285

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** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

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Collision History on All Provincial Roads

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1962	10,811	3,671	159	14,641	6,044	192	6,236
1963	11,894	3,782	166	15,842	6,052	200	6,252
1964	13,625	3,968	178	17,771	6,401	229	6,630
1965	15,330	4,272	166	19,768	6,926	223	7,149
1966	17,110	4,338	216	21,664	7,150	279	7,429
1967	18,847	4,466	219	23,532	7,227	287	7,514
1968	17,436	4,340	211	21,987	7,106	264	7,370
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,889	5,975	160	34,024	8,740	200	8,940
1989	27,883	5,521	162	33,566	8,140	192	8,332
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,333	127	33,358	8,046	143	8,189
1993	19,284	5,480	134	24,898	8,033	153	8,186
1994	20,674	5,620	134	26,428	8,199	151	8,350
1995	21,760	5,015	135	26,910	7,472	157	7,629
1996	22,024	4,717	106	26,847	6,829	135	6,964
1997	20,400	5,125	130	25,655	7,606	164	7,770
1998	20,964	4,956	128	26,048	7,217	148	7,365
1999	20,936	5,467	148	26,551	8,018	187	8,205
2000	22,247	5,408	137	27,792	7,811	151	7,962

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of January 1, 1984, and $1,000 as of January 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Collision History Rates - All Provincial Roads

Year	Registered Vehicles **	Licenced Drivers **	Sask. Pop.*	Collision Rates C/100 Reg'd Vehicles	C/100 Lic'd Drivers	C/100 Pop.	Casualty Collisions	Casualty Collision Rates C/100 Reg'd Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1962	372,219	384,465	930,000	3.93	3.81	1.57	3,830	1.03	1.00	0.41
1963	382,190	400,178	933,000	4.15	3.96	1.70	3,948	1.03	0.99	0.42
1964	396,741	411,623	942,000	4.48	4.32	1.89	4,146	1.05	1.01	0.44
1965	418,606	430,182	950,000	4.72	4.60	2.08	4,438	1.06	1.03	0.47
1966	438,558	442,490	955,300	4.94	4.90	2.27	4,554	1.04	1.03	0.48
1967	454,262	469,685	957,000	5.18	5.01	2.46	4,685	1.03	1.00	0.49
1968	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.47
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.45
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.47
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.56
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.63
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.67
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.72
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.72
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.68
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.66
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.62
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.63
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.64
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.60
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.59
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.58
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.55
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.58
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.60
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.61
1988	726,605	647,445	1,028,050	4.68	5.26	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,683	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,460	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,823	0.67	0.74	0.47
1997	715,819	658,972	1,022,176	3.58	3.89	2.51	5,255	0.73	0.80	0.51
1998	715,381	662,810	1,024,900	3.64	3.93	2.54	5,084	0.71	0.77	0.50
1999	712,541	667,378	1,025,700	3.73	3.98	2.59	5,615	0.79	0.84	0.55
2000	716,723	666,266	1,023,600	3.88	4.17	2.72	5,545	0.77	0.83	0.54

* Population - Statistics Canada July 1 Populations.

** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61)

FATAL ACCIDENT LOCATIONS ON RURAL PROVINCIAL HIGHWAYS

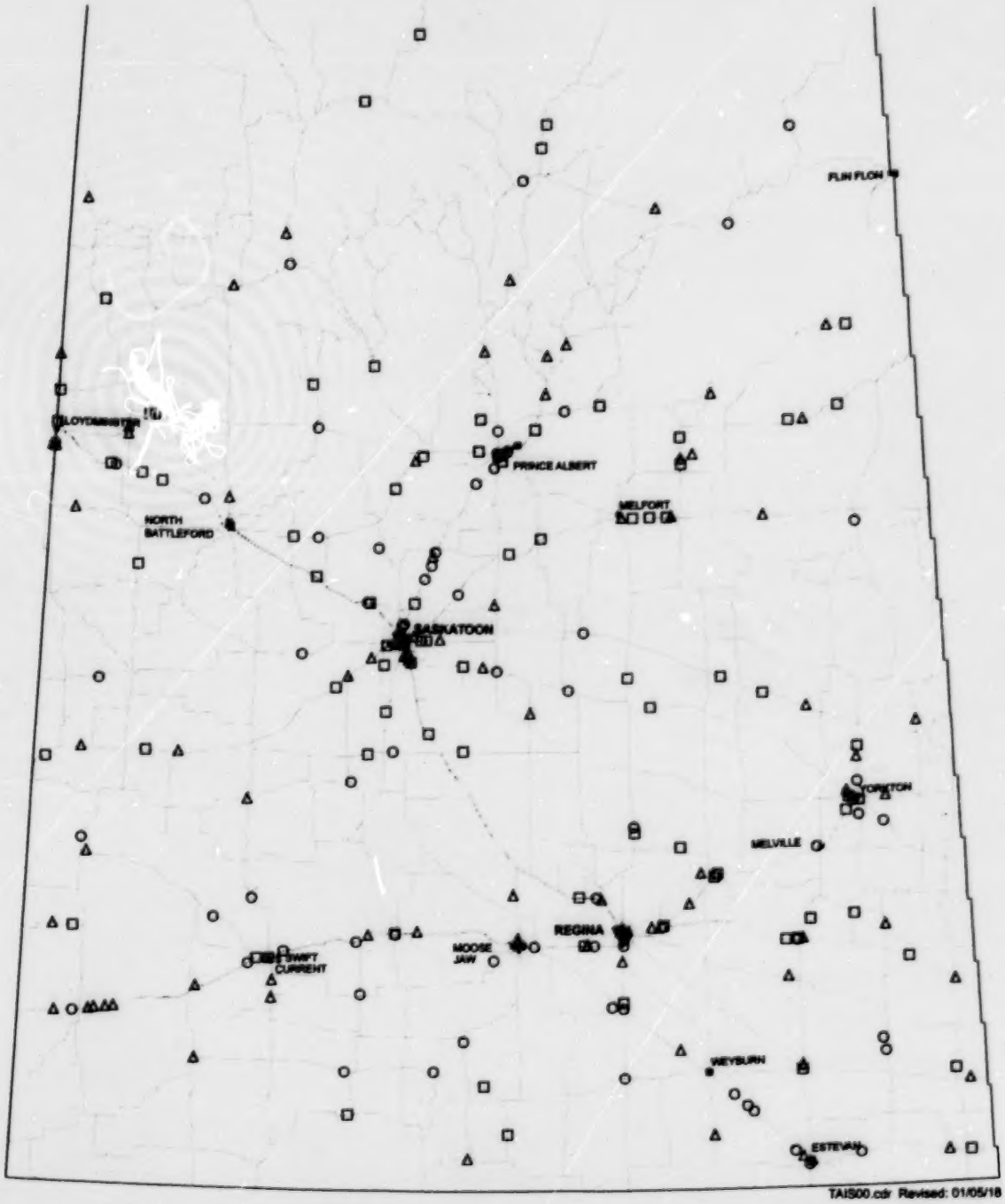
Note:

1. Fatal accidents on streets and rural municipal and other roads during the same period are not shown.

○ 1998 - 88 Persons were killed in 71 accidents

□ 1999 - 108 Persons were killed in 87 accidents

△ 2000 - 88 Persons were killed in 77 accidents



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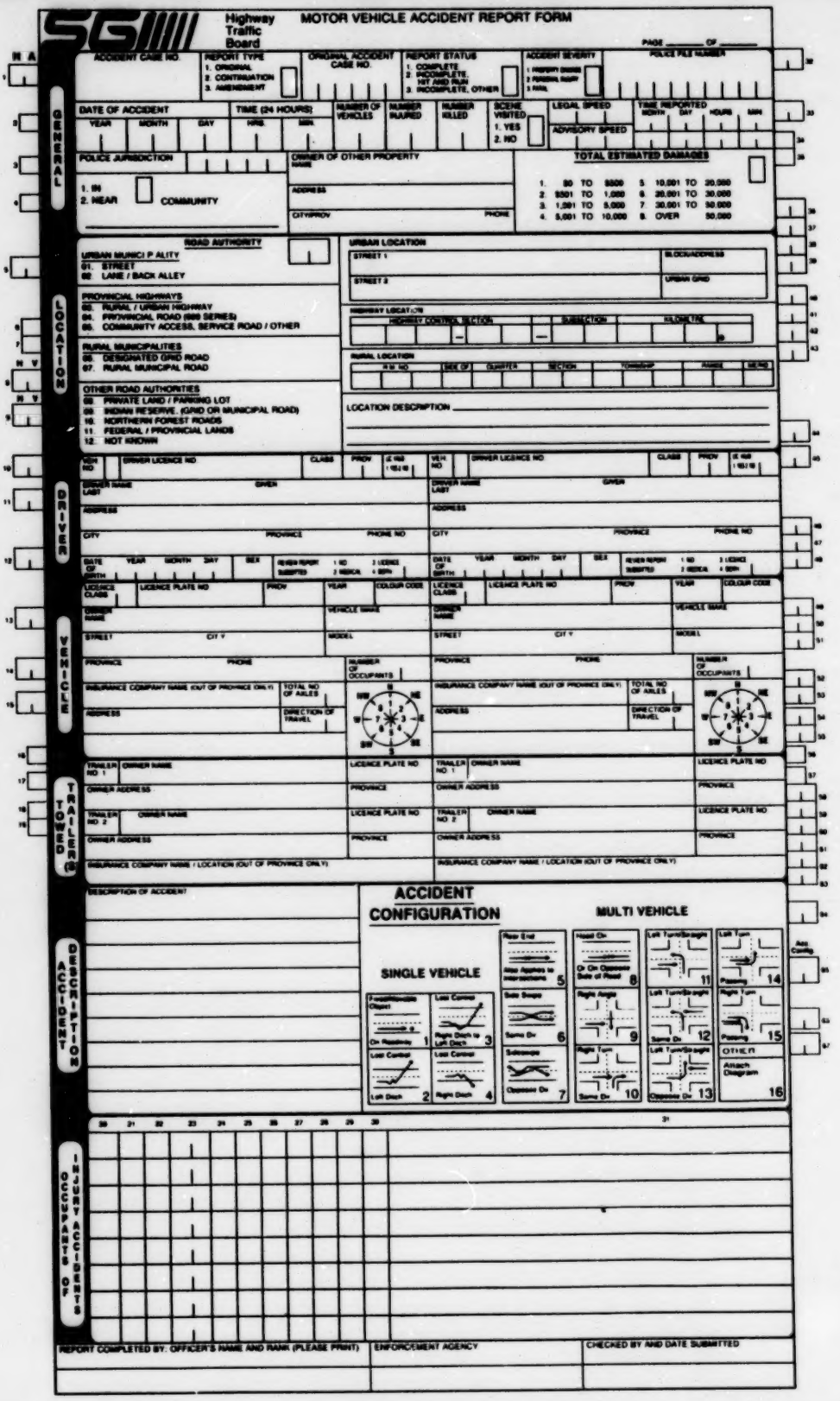


SGI Highway Traffic Board

MOTOR VEHICLE ACCIDENT REPORT FORM

PAGE ____ OF ____

GENERAL

ACCIDENT CASE NO. | REPORT TYPE 1. ORIGINAL 2. CONTINUATION 3. AMENDMENT | ORIGINAL ACCIDENT CASE NO. | REPORT STATUS 1. COMPLETE 2. INCOMPLETE, HIT AND RUN 3. INCOMPLETE, OTHER | ACCIDENT SEVERITY 1. PROPERTY DAMAGE 2. PERSONAL INJURY 3. FATAL | POLICE FILE NUMBER

DATE OF ACCIDENT: YEAR | MONTH | DAY | TIME (24 HOURS): HRS | MIN | NUMBER OF VEHICLES | NUMBER INJURED | NUMBER KILLED | SCENE VISITED 1. YES 2. NO | LEGAL SPEED | ADVISORY SPEED | TIME REPORTED: MONTH | DAY | HOURS | MIN

POLICE JURISDICTION | 1. IN 2. NEAR COMMUNITY

OWNER OF OTHER PROPERTY: NAME | ADDRESS | CITY/PROV | PHONE

TOTAL ESTIMATED DAMAGES

1.	$0 TO $500	5.	10,001 TO	20,000
2.	$501 TO 1,000	6.	20,001 TO	30,000
3.	1,001 TO 5,000	7.	30,001 TO	50,000
4.	5,001 TO 10,000	8.	OVER	50,000

LOCATION

ROAD AUTHORITY

URBAN MUNICIPALITY
01. STREET
02. LANE / BACK ALLEY

PROVINCIAL HIGHWAYS
03. RURAL / URBAN HIGHWAY
04. PROVINCIAL ROAD (### SERIES)
05. COMMUNITY ACCESS, SERVICE ROAD / OTHER

RURAL MUNICIPALITIES
06. DESIGNATED GRID ROAD
07. RURAL MUNICIPAL ROAD

OTHER ROAD AUTHORITIES
08. PRIVATE LAND / PARKING LOT
09. INDIAN RESERVE, (GRID OR MUNICIPAL ROAD)
10. NORTHERN FOREST ROADS
11. FEDERAL / PROVINCIAL LANDS
12. NOT KNOWN

URBAN LOCATION: STREET 1 | BLOCK/ADDRESS | STREET 2 | URBAN GRID

HIGHWAY LOCATION: HIGHWAY CONTROL SECTION | SUBSECTION | KILOMETRE

RURAL LOCATION: KM NO | SIDE OF | QUARTER | SECTION | TOWNSHIP | RANGE | MERIDIAN

LOCATION DESCRIPTION

DRIVER

VEH NO | DRIVER LICENCE NO | CLASS | PROV | IF NOT 1 OR 2

DRIVER NAME: LAST | GIVEN

ADDRESS | CITY | PROVINCE | PHONE NO

DATE OF BIRTH: YEAR | MONTH | DAY | SEX | REVIEW REPORT SUBMITTED 1. NO 2. MEDICAL 3. LICENCE 4. BOTH

VEHICLE

LICENCE CLASS | LICENCE PLATE NO | PROV | YEAR | COLOUR CODE

OWNER NAME | VEHICLE MAKE

STREET | CITY | MODEL

PROVINCE | PHONE | NUMBER OF OCCUPANTS

INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY) | TOTAL NO OF AXLES

ADDRESS | DIRECTION OF TRAVEL

TRAILER(S) TOWED

TRAILER NO 1 | OWNER NAME | LICENCE PLATE NO

OWNER ADDRESS | PROVINCE

TRAILER NO 2 | OWNER NAME | LICENCE PLATE NO

OWNER ADDRESS | PROVINCE

INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)

ACCIDENT DESCRIPTION

DESCRIPTION OF ACCIDENT

ACCIDENT CONFIGURATION

SINGLE VEHICLE

1. Overturned / Rollover; On Roadway
2. Left Ditch
3. Right Ditch to Left Ditch
4. Right Ditch
5. Fire / Explosion
6. Same Dir.
7. Opposite Dir.

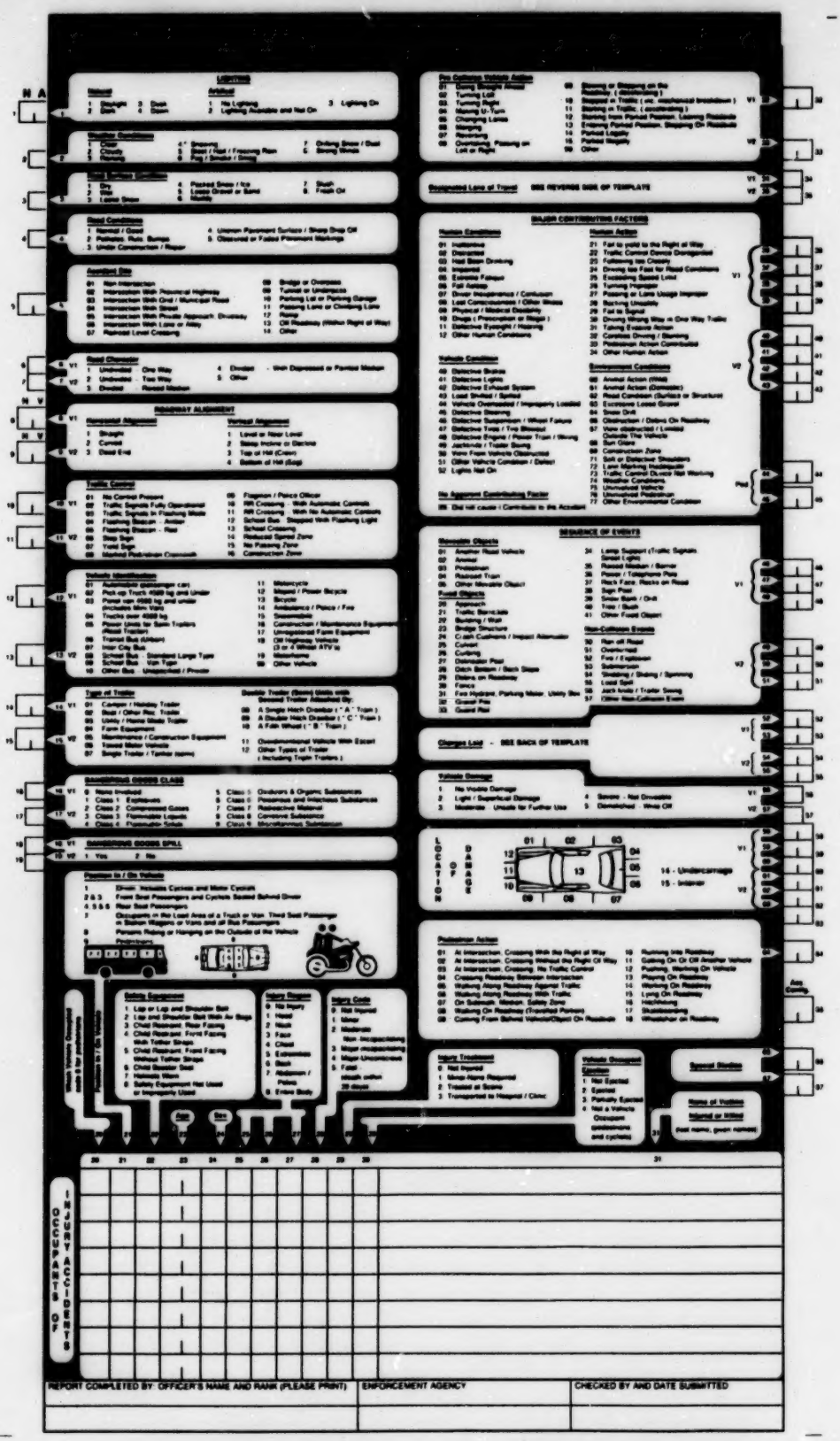
MULTI VEHICLE

8. Head On; Or On Opposite Side of Road
9. Right Angle
10. Right Turn; Same Dir.
11. Left Turn/Straight; Same Dir.
12. Left Turn/Straight; Same Dir.
13. Left Turn/Straight; Opposite Dir.
14. Left Turn; Passing
15. Right Turn; Passing
16. OTHER; Attach Diagram

OCCUPANTS OF INJURY ACCIDENTS

REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT) | ENFORCEMENT AGENCY | CHECKED BY AND DATE SUBMITTED

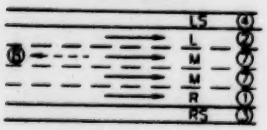
Appendix - A 4.1 Sask. MVA Report Form Template - Front



DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

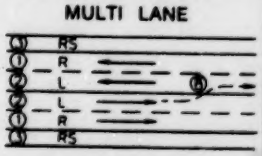
MULTI LANE



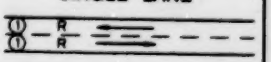
SINGLE LANE

TWO WAY TRAFFIC

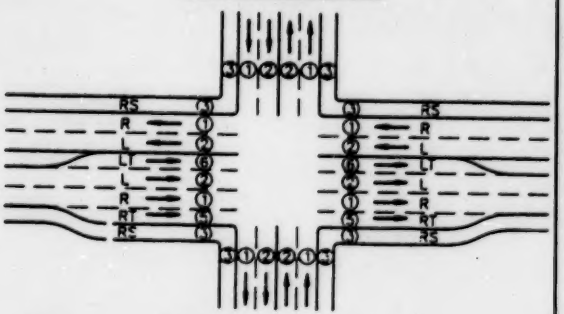
MULTI LANE



SINGLE LANE



INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.

SGI's DRIVER IMPROVEMENT PROGRAM

COMMON OFFENCES	POINTS ASSIGNED
At-fault accident	4
Stunting	4
Driving while suspended or refused licence	4
Driving without due care and attention	4
Running a stop sign	4
Running a red light	4
Exceeding the speed limit	2
Driving too fast for road conditions	2
Driving an unregistered vehicle	2
Driver failing to wear a seat belt	2
No driver's licence or inappropriate licence	2
Driving an improperly equipped vehicle	1

POINTS	ACTION
9	Warning letter
13 - 16	Inverview with SGI personnel
17 - 20	1 month licence suspension
21 - 24	3 month licence suspension
25 or more	6 month licence suspension

Always plan a safe ride home.

For more information, contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Auto Fund Div., SGI
4th Floor, 2260-11th Avenue
Regina, Saskatchewan
S4P 2N7

Phone: (306) 775-6668
Fax: (306) 775-6222
Internet E-Mail: dmcnaughton@sgi.sk.ca

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SGI

Take care out there.